

LASON'S



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NOTIFICATIONS

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TIME TABLE.

WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes	8.00 " " " " " " " " " "	9.00 " " " " " " " " " "	10.00 " " " " " " " " " "	11.00 " " " " " " " " " "	12.00 noon " " " " " " " " " "	1.00 p.m. " " " " " " " " " "	2.00 " " " " " " " " " "	3.00 " " " " " " " " " "	4.00 " " " " " " " " " "	5.00 " " " " " " " " " "
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WEEKENDS

7.30 a.m. to 10.30 a.m. every 15 minutes	10.30 " " " " " " " " " "	11.30 " " " " " " " " " "	12.30 noon " " " " " " " " " "	1.30 p.m. " " " " " " " " " "	2.30 " " " " " " " " " "	3.30 " " " " " " " " " "	4.30 " " " " " " " " " "	5.30 " " " " " " " " " "
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SPECIAL CASES by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

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TIME TABLES

On and after MONDAY, JANUARY 24th, 1921, until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	No. 12	No. 13	No. 14	No. 15	No. 16	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 24	No. 25	No. 26	No. 27	No. 28	No. 29	No. 30	No. 31	No. 32	No. 33	No. 34	No. 35	No. 36	No. 37	No. 38	No. 39	No. 40	No. 41	No. 42	No. 43	No. 44	No. 45	No. 46	No. 47	No. 48	No. 49	No. 50	No. 51	No. 52	No. 53	No. 54	No. 55	No. 56	No. 57	No. 58	No. 59	No. 60	No. 61	No. 62	No. 63	No. 64	No. 65	No. 66	No. 67	No. 68	No. 69	No. 70	No. 71	No. 72	No. 73	No. 74	No. 75	No. 76	No. 77	No. 78	No. 79	No. 80	No. 81	No. 82	No. 83	No. 84	No. 85	No. 86	No. 87	No. 88	No. 89	No. 90	No. 91	No. 92	No. 93	No. 94	No. 95	No. 96	No. 97	No. 98	No. 99	No. 100																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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LOSS OF THE "HONG WAN"

MARINE COURT FINDING: CARELESS NAVIGATION.

MASTER'S CERTIFICATE SUSPENDED FOR TWO YEARS.

A Marine Court of Enquiry was held at the Harbour Office, Hongkong, yesterday, as to the loss of the British steamer *Hong Wan* of Singapore, which was stranded on a reef off Green Island in the early hours of January 29th.

The Court was composed of Lieut. Conway Hake, R.N.R., the acting Harbour Master (President), Lieut. Commr. W. R. M. Wynne, H.M.S. *Amble*, Capt. A. J. Hosken, master of the s.s. *Montague*, Captain E. D. Blackburn, of the China Navigation Co., master of the s.s. *Changshou*, and Captain M. Courtney, master of the s.s. *Changshou*.

Mr. F. C. Vaux, of Messrs. Wilkinson and Grist, attended the inquiry on behalf of the owners.

THE CAPTAIN'S EVIDENCE.

John Sylvester Liddell, master of the *Hong Wan* (certificate No. 477, New Zealand), said:—On the 28th January, at 5.45 p.m. I left Amoy, in charge of a pilot named Thompson. The ship's draft was 19 ft. 6 in. at the bow and 14 ft. at the stern. I passed Taiyung light at 6.10 p.m. At 7.22 p.m. I made Chapel Island. Then I steered on the S. 48° W. course to come down inside the Brothers, passing them at 11.20 p.m. I then steered on the same course inside the Lammoek. The Lammoek Light was abeam at 1.30 a.m. on the 29th, 14 miles distant. I then steered across the Bay to the Cape of Good Hope, South, 85° W., by magnetic compass. At 3.30 we picked up the Cape of Good Hope Light. At 4 a.m. I took charge of everything myself. The chief officer then told me he thought the Light of the Cape of Good Hope was about 3 miles away. On looking, I thought that about right. At 4.5 I picked up Green Island a little on the starboard bow. I altered the course about one point of the port bow. At this time it was blowing very hard—a N.E. monsoon with a strong in-setting current. I was keeping Green Island in sight all the time, although I mention that I wired from Amoy for a pilot. The reasons why I did this was that owing to the Chinese New Year I was anxious to get away on Saturday afternoon to avoid Chinese New Year in Singapore.

At 4.20 a.m. I was still porting my helm. Owing to the strong N.E. breeze and strong inside I was carried on to the reef just inside Green Island. The ship was making water fast at the first sounding, which was 10 feet in No. 2 hold. After going astern for five minutes, the vessel came off, and as she was making water so rapidly I thought it advisable for the safety of the passengers—of which there were 600—to beach the vessel, which I did, between Green Island and Bill Island.

The President: What time?—The next morning they came down from Amoy in about five hours. They arrived about four or five o'clock in the afternoon.

The President: Tell us what happened after you beached the ship.

LANDING THE PASSENGERS.
The witness: She was making water fast. I tried to get all the passengers ashore, but could not land them on the beach, because there was too much sea on. I waited until next morning, when the weather became finer, and then landed them on the mainland beach, near Green Island. There were no accidents except for three cranks (clerks) who were drowned while going ashore to Swatow, in a sampan, without permission.

The President: Did you land with them?—No. Tell us what happened. The agents' people took charge of the passengers and conveyed them to Swatow. On February 1st a Hongkong salvage company sent a tug down to try to save the ship but they were not successful and on February 23rd last they suspended operations finally.

Have you your log book with you, captain?—Yes.

The witness produced the log book and with it before him the President asked: Did you sight the Sugar Loaf Light?—No. I did not sight it. If I had it would have been all right.

What speed was the ship making before you reduced speed?—About 11 knots.

Did you alter your reduced speed?—Five knots.

The witness then produced a new plan of Swatow harbour made by the Chinese Customs, which he was using at the time. He left the witness box to explain this in detail to the President.

Lieut. Commr. Wynne: What distance could you see land at 4 a.m.?—I mean land not a light. I do not think you could see very far. Not more than four miles away, if that much. The visibility was very bad.

Lieut. Commr. Wynne: Was there a moon?—There was no moon. It had been perfectly clear most of the watch, but as we neared land the fog was patchy. We had to come close up to the Cape of Good Hope to pick up Green Island and get a course to come up to the pilot anchorage.

Lieut. Commr. Wynne: You say you ported your helm continually. How much did you alter the course to starboard at the time the vessel struck?—I could not tell exactly. I was watching the island. You have to keep hauling her out all the time. She was N. by E. when she struck.

Did you ever see the red sector of the Cape of Good Hope light prior to grounding?—No till after grounding.

Capt. Courtney: Did you take any bearings?—We were steering straight for the Cape of Good Hope; it was right ahead.

How was the Cape bearing?—N. 83°.

The President: N. 83° is not a bearing. What was the bearing of the light?

Witness: N. 83° W.

Capt. Courtney: After you had altered your course for Green Island, on your port bow, and from then up to the time of stranding, did you take a bearing of the light?—I did not take a bearing. I was too busy watching the ship's head on Green Island to take a bearing.

Capt. Blackburn: Was your steering gear in good order?—Quite good order.

Lieut. Commr. Wynne: What happened when the ship carrying when you were approaching the Cape of Good Hope?

Port helm.

How much?—About five degrees. That is all that.

After standing up for Green Island, how much port helm did she carry?—She was carrying 15 degrees, then.

Doesn't the ship fly up into the wind?—No. I noticed she was very sluggish on the port helm.

Does she fall off the wind?—Yes.

FIRST AND SECOND OFFICERS.

Harry Conway, first mate of the *Hong Wan*, said:—He held the certificate of ordinary master. After giving particulars of the vessel he testified that "I was below when the ship struck, about 1.15 a.m. I was on the bridge. Considering the large number of passengers on board it was considered best to run her aground to prevent her sinking in deep water."

In reply to the President, the witness said the speed of the ship at 4 a.m. was 10 knots.

Marion Gaggino, second officer of the vessel, said he had no certificate. He testified that the Chief Officer at 4 a.m. received the order to alter the course to South 85° West. The ship was then altered to that course.

Lieut. Commr. Wynne: Are you certain the course was altered to starboard to bring Cape of Good Hope one point on the port bow, before sighting Green Island, 1 point on the port bow?—As far as I can remember, yes.

Witness: You say the course was N. 83° W. and the Cape looked like two miles off?—I had you any bearing?—It was right ahead, or only half a point either way.

Capt. Courtney: Was that before the course was altered?—Yes.

Archibald Buchanan, the chief engineer, was the next witness called.

The President: What speed was the ship making on the night of the 28th and 29th?—From the time we left Amoy until 3.30 a.m. the ship was making 12 knots. At 3.30 I slowed her down to 10 knots and to keep her at that speed but at 4.4 there was a message by the telegraph to reduce speed to half.

The President: What is half speed on your ship?—Well, I usually judge by the gauge. I should say she was doing about six knots.

Was the engine room machinery in good order?—In perfect order.

The President announced that the court had heard all the evidence. It thought necessary and asked Captain Liddell and Mr. Vaux if they wished to say anything. Neither having any remarks to make the Court adjourned until 2.30 the next afternoon.

THE FINDING.

The Court re-assembled at 3 p.m., when the President read the finding, as follows:—We find that the British steamer *Hong Wan* (Official No. 7206, of Singapore, of which J. S. Liddell certificate of competency No. 477, New Zealand) was Master, left Amoy with cargo and passengers at 5.15 p.m. on January 28th, 1929, en route for Swatow. On January 29th, at 3.20 a.m., the *Good Hope* Cape light was sighted bearing N. 83° deg. W. and course was then altered to N. 83° deg. W.

At 4.5 a.m. Green Island was sighted on the starboard bow, and the course was altered to place Green Island one point on the port bow. The ship's speed was then reduced to half.

It was then observed that the ship was making considerable headway. The port helm was ordered, and the ship's speed was then reduced to half.

The Court is of opinion that the stranding of the ship was entirely due to the careless navigation of the master in view of the fact that the ship was carrying a full cargo and passengers.

The Court further found that the Master Mr. J. S. Liddell's certificate to be suspended for two years, and grants him a first mate's certificate during that time.

PROPOSED INTERNATIONAL RACE CLUB FOR HONGKONG.

A writer of notes on Kowloon and its Hinterland in the local Roman Catholic magazine, *The Torch*, says:

"Without offering any comments and recording it merely as a item of news, it is noted that leading horse racing enthusiasts in Hongkong have for some weeks past been considering a proposal for the formation of an International Race Club."

Over the controversy that raged somewhat warmly three years ago regarding the admission of Chinese members to the Jockey Club, we are not concerned, but that the time has arrived when a larger organisation is desirable in the interests of horse racing in Hongkong has been admitted by some of the keenest supporters of the sport of kings and leading Chinese gentlemen.

The promoters of the proposed International Race Club for Hongkong are a strong combination of knowledge of the names associated with the racing leaves, no doubt in our minds. And that the promoters will ultimately succeed in their undertaking is also equally certain.

According to present plans the new Race Club will be modelled on the lines of the International Race Club at Shanghai. Indeed, so successfully has the latter organisation been worked since its inception that last year the Stewards of the Shanghai Race Club bought a very large block of shares of the Shanghai Race Club in Shanghai.

It is to be noted that the Shanghai Race Club, which is a very healthy rival to the Hongkong Jockey Club, has a very large and successful racing season. Such a condition does not exist on the course of the Shanghai Race Club nor on that of the Hongkong Jockey Club.

This new association will be a combination of the best of the Shanghai Race Club and the Hongkong Jockey Club. It will be a very strong and healthy rival to the Hongkong Jockey Club.

As the capital of the new Race Club is to be raised by the sale of shares, it is expected that the new Race Club will be a very strong and healthy rival to the Hongkong Jockey Club.

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SPORT

LAWN TENNIS.

YESTERDAY'S TOURNAMENT.

Open Championship Singles—Forster beat R. Yamazaki, 6-3, 6-0.

Club Championship—Olliver beat L. Nelson, 7-5, 6-2.

Handicap Singles—"A" beat H. Hayer beat Col. Nicholson, 6-3, 6-1.

Mixed Doubles—Major H. Greenway and Miss Burdett beat Capt. H. Hayer and Mrs. Timmis, 8-6, 6-2.

Handicap Doubles—T. H. Hayer and C. Hayer beat Capt. C. S. Fisher and Lieut. A. S. Lindsell, 6-5, 6-1, 6-2.

FOOTBALL.

Below are the fixtures for the 2nd division of the League for to-morrow—

United v. Kowloon, South China ground, 3 p.m.

Staff and Depts. v. St. Joseph's, Sookunpoo ground, 3 p.m.

Oilers v. Club, Navy "B" ground, 3 p.m.

The following are back fixtures which must be played off on their respective dates—

St. Joseph's v. Club, St. Joseph's ground, April 4th, 5.15 p.m.

Club v. Sookunpoo ground, April 5th, 5.15 p.m.

St. Joseph's v. South China, Joseph's ground, April 11th, 5.15 p.m.

Owing to the *Corvette* being away from Hongkong, the team has resigned from the League, and all fixtures have been cancelled. All points are cancelled to her appearance on March 30th.

DETERMINATION OF SEX.
DR. W. BATESON ON MODERN INVESTIGATIONS.

The heredity of sex was the subject of a lecture delivered on February 10th by Dr. W. Bateson, M.A., at the request of the audience of London County Council teachers, in the hall of the Regent-street Polytechnic.

"The point I want you to carry away very clearly in your minds," said Dr. Bateson, in concluding his subject, "is that sex determination is a problem that can be investigated, and that accurate knowledge can be gained by the development of the germ cells, and that having been made in essentials, they are fixed."

"In old days," said the lecturer, "it was accepted as a fact that we could not see any deeper into the mystery of sex, and that we could not show how it came about that there were two sexes. Only five years ago it was thought that sex was determined by the chromosomes."

Several interesting examples of the results of cross-breeding in moths and birds were thrown upon the screen, one showing that if the gold cock-bird of the Speight species is bred with a silver hen-bird the hens will be gold and the cock-birds silver.

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IMPORTANT ANNOUNCEMENT.

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HONGKONG.

RANDOM REFLECTIONS.

The Hon. Mr. John Johnstone's swan song at the Chamber of Commerce meeting tells us what is really thought of the Government of the Colony by its proteges.

The Government's reply to the Hon. Mr. Bellock's request for the publication of the recent official correspondence on the subject of Constitutional Reform affords a striking illustration of the need for a little democratisation of our effete governmental institutions.

I cannot recall anything said or done by a Governor of the Colony for many years past which has evoked so much wrathful comment in the rather sluggish community. It has surprised me to discover so much Bolshevik feeling hidden under the skirts of quite respectable people. It is not so much the refusal to publish the dispatches as the haughty, uncompromising tone of the refusal that exasperates.

It is, of course, possible to conceive of one or two reasons why it would be indiscreet to publish the correspondence. For instance, it has been understood, rightly or wrongly, I do not know which, that the attitude of the Colonial Government towards the proposals was sympathetic. If that is so it would obviously be difficult for the Governor to publish a correspondence which would throw the whole odium of the rejection on to the Colonial Office. But I can conceive of no earthly reason at all why the community cannot be told what reasoned objections are offered to granting the request for an exceedingly modest measure of constitutional reform.

With all due deference, exception must be taken to the statement that "the Governor is the only channel of communication with the Secretary of State for the Colonies." While this is true so far as postal or telegraphic communications sent from the Colony are concerned it does not prevent any influential resident of Hongkong, present or past, or anybody in fact, from personally calling upon the Secretary of State. I go upon something more than mere surmise when I hazard the statement that communication with the Secretary of State was made on this subject through more than one channel.

It would be a great mistake to suppose that the local agitation for Constitutional Reform can be killed by the snubbing it gets in official quarters, whether in Downing Street or Hongkong. The obvious step for the Constitutional Reform Association to take now is to bring the terms of the Governor's replies under the notice of the Imperial Parliament, and to press the matter continually by questions and by raising the subject on the Colonial Estimates and on every other suitable occasion until the Secretary of State sees fit to direct the Governor to publish the dispatches or to supply a statement of the grounds on which the demand for a very modest instalment of reform has been refused. Probably the question has not yet got far beyond the offices of the junior clerks in the Colonial Office, but all events, there is very good reason for believing that it has not yet received the personal attention of the Secretary of State.

Much curiosity exists as to who are to be nominated—not elected—to fill the two seats on the Legislative Council which have fallen vacant by the departure of the Hon. Mr. John Johnstone, and the Hon. Mr. Parr. The "Princely House" has had what has come to be regarded as a sort of prescriptive right to a seat on the Council; and it may, therefore, be concluded that the seat which Mr. Johnstone has vacated will be occupied by Mr. Bernard, his successor as head of the firm of Messrs. Jardine, Matheson & Co., Ltd. Consequently all the speculation is as to the occupants of the other vacant seat. There are three residents who have been temporarily filled seats on the Council—Mr. A. R. Lowe, Mr. H. W. Bird, and Mr. G. C. Alabaster—but there have been other aspirants for the honour, so that there is a good range of speculation.

In the matter of "the cheap and rapid communication between the City of Victoria and Repulse Bay," which the Constitutional Reform Association has been asking the Government about, I should like to have seen some reference in the Government's reply to the concession granted just before the outbreak of the war to a syndicate who proposed to carry a tramway over the Wongnei-chung Gap. Are those rights still preserved, or has the whole concession lapsed?

The correspondence in regard to the X-ray apparatus at the Government Civil Hospital has brought me the comment: "The Staff at the G.O.H. may be efficient, but is it sufficiently efficient?"

The complaints about the Telephone service led me to ask half a dozen people for their opinions. Result, about equally divided. The first said he used the phone a good deal in his business and had no reason to complain of the service. No. 2 complained of occasional little vexations, "but nothing to make a song about." As good as anywhere else was the experience of a third, while the others complained of frequently being put on to wrong members or of being wrongly called up, or of want of attention at the exchange. In view of the statement that complaints are very rarely received by the manager, one wonders whether the really important part of the communication with the clerk in charge when she is asked for, or whether one operator just passes the word to another to receive the complaint, express due regrets, and let it go at that. It is only fair to say that responsibility for wrong members may not always lie with the operator. Often call a long number as quickly as in such a way, as to make a mistake on the part of the girl at the exchange easily possible, especially when the number is not repeated, from the exchange which is frequently the case.

Motor-car owners and joy riders will welcome with exceeding great joy the projected improvement to the upper part of Garden Road near its junction with Robinson and Bowen Roads by fattening out two hairpin turns. The improvement is being effected by a slight encroachment on the Public Gardens which (at this point) are not a thing of beauty. Further magnificent and Te Deums would be forthcoming from the aforesaid roads if the Robinson Road between the Peak Road and Upper Glenealy were widened. Motor traffic is permissible on Robinson Road, but between these points the road is so narrow that two cars cannot pass without both going into the gutter. It has been suggested to me that perhaps the wealthy owner of the property might like to donate a strip of six to the public weal. It would not reduce the value of his property one iota. Failing that, other means may be found.

The Suffragettes of Canton may think that the reference to them in the local English paper as "the thousand odd women and girls" might have been a little more felicitously expressed, but they at least have the consolation that the report made it clear that they are on fairly even terms with the unprincipled Assemblymen who mercilessly knock some of the suffragettes senseless on the floor.

We shall have to revise our opinions about the subjection of women in China. I gather from the newspaper reports that many of the militant suffragettes who invaded the Provincial Assembly and voted the City of Canton women were married women. A veritable chronicler reports: "When the parade of these suffragettes was going on, a reporter having known several of those in the march, set out to get interviews from their husbands, and found them all at home cursing their hard lot." Still, they apparently deemed it wise to "grin and bear it."

According to a cable received in Japan the Crown Prince, describing in a letter to Their Majesties and his brother Princes his impressions of Hongkong—the first city he ever visited outside his native land—wrote of this Colony that it is "a place really nice and comfortable." Among other things which he said to have greatly impressed his Highness were the good roads, the good water, and the wonderful how much you can see of a place from the deck of a ship in the middle of the harbour! Not long ago I was reading an account by one of the pioneer traders of his voyage to China and he wrote of seeing Aden through a spy glass. It is pretty much the way in which the Crown Prince of Japan saw Hongkong. His Highness did indeed travel over part of the road round the island, but avoided passing through the city; he landed for his motor trip at Aberdeen and went as far as Tytan, and at this unusual point boarded a British warship to return to the harbour.

It was very generally assumed from the reports in the papers that the Prince dined one evening at Government House, The Prince who dined at Government House was not the Crown Prince, but the Prince in whose special care the Crown Prince is travelling.

An impression has got about that we may soon see the restoration of the Siberian mail service now that the Trade Agreement between Great Britain and Russia has been signed. Some time ago I noticed a report that mails from Russia had begun to come through to Siberia, which was a hopeful sign; but I fear we may have long yet to wait before we see the mails from London reaching Hongkong, as they formerly did, in seventeen or eighteen days. The whole railway system in Russia seem to be disorganised. A contract is reported in the London papers to have made Messrs. W. G. Armstrong, Whitworth & Co., Ltd., for the repair of a very large number of Russian locomotives, conditional on the ratification of the trading agreement between Great Britain and Russia. It is stated that arrangements have been provisionally made for the damaged engines to be shipped to the Tyne and that the entire contract will be carried out in Newcastle, instead of in Russia as originally contemplated, which suggests that conditions in Russia are yet far from such as to give much hope for an early restoration of through railway communication from Europe to Vladivostok.

HONGKONG IN PARLIAMENT.

QUESTIONS AND ANSWERS.

The following is the text of questions submitted to the Secretary of State, on February 21st and 22nd, in reference to Constitutional Reform, Wireless Telegraphy and Child Slavery in this Colony.

CONSTITUTIONAL REFORM.

Lieut.-Col. John Ward.—To ask the Secretary of State for the Colonies, whether the despatch received from the Governor of Hongkong in November or October last relating to the representation of the British community in the Legislative Council has been considered; and, in view of the pressing necessity of the purely British attitude upon the question of slavery and the employment of young children, being represented upon the governing body, he can make an early statement upon the subject.

Reply.—It has been decided to make no change in the numbers or mode of selection of the Legislative Council. The present European members are fully able to represent the British attitude on all social questions.

WIRELESS TELEGRAPHY.

Lieut.-Col. John Ward.—To ask the Secretary of State for the Colonies, whether, in view of possible military and commercial developments in the Eastern Pacific, he has considered the advisability of acting upon the suggestion contained in a despatch from the Officer Administering the Government of Hongkong, on April 25th, 1919, to construct a high-power wireless telegraph station at Hongkong; and whether, seeing that the present political situation in the Far East makes this request of those responsible for the government of the Colony an urgent necessity, apart from the larger scheme of the imperial wireless telegraph committee, he will take immediate steps in this direction.

Reply.—The Governor has not expressed any desire to proceed with this scheme separately from that of the Imperial Wireless Telegraphy Committee, and it is intended to await his views before considering further steps in the matter.

THE CHILD SLAVERY QUESTION.

Mr. Stith asked the Under Secretary of State for the Colonies whether his attention has been drawn to a statement made by the Attorney-General of Hongkong in the Legislative Council, in October last, that the evils resulting from the traffic in girls are so great that the present law is insufficient, and to the passing by the Council of a Bill in November giving fuller powers for dealing with it; and whether, in view of this acknowledged evil and the interest which this matter has aroused here, the recent report of the Governor of Hongkong will be published?

Mr. Churchill.—Yes, sir, I have seen this report of the Attorney-General. The Bill in question has now become law and will, I hope, strengthen the hands of the Colonial Government in the protection of women and girls. As regards the latter part of the question, if the hon. member is referring to the Governor's report on child adoption, I would refer him to the reply given on December 9th to a question by the hon. member for Wellington-borough (Mr. W. Smith).

COMMUNICATION WITH THE SOUTH SIDE OF THE ISLAND.

CONSTITUTIONAL REFORM ASSOCIATION'S REQUEST.

We have received for publication copies of the following correspondence between the Constitutional Reform Association and the Government with reference to the provision of public transport facilities between Victoria and the South side of the Island:—

2, Queen's Building, Hongkong, January 29th, 1921.

Sir, I have been directed by my Committee to request that the Government should provide, as soon as possible, a cheap and rapid system of communication for the public between Victoria City and Repulse Bay by the most direct route. I shall be glad if you will give this matter your early consideration. I have the honour to be, sir, your obedient servant, (Sd.) L. M. WHITE (Hon. Secretary).

CORRESPONDENCE.

"OLD BOYS' ASSOCIATIONS."

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] Sir, I was greatly pleased with the advocacy in your leading article of this morning of "Old Boys' Associations" in a practical scheme of educational propaganda which received so much prominence in the Chairman's speech at the Annual meeting of the Hongkong General Chamber of Commerce two days ago. You concluded the article by saying that "it is more through want of some organisation of this kind to keep the light burning that we suffer by comparison" inferentially, with wealthy corporations like the "Rockefeller and Y.M.C.A. Institutes" which operate under the benefit of very substantial endowments.

Permit me, please sir, in reply to your article and through the medium of your journal, to bring to the notice of the General Committee of the Hongkong Chamber of Commerce that the St. Joseph's College Old Boys' Association has been in existence since October 8th, 1913. Our Association was the first in the field among recognised schools established in Hongkong. While it is true that the St. Joseph's Association has not appeared prominently in the public eye, I am happy to say that, since its formation eight years ago, it has worked, if somewhat modestly nevertheless perseveringly and without external aid, along the practical lines which you so patriotically advocate for the consideration of the Chamber of Commerce in particular and the British community in general.

Apart from the specific objects for which the Association was formed, the idea of "cultivating the British sentiment," to use your own words, and implanting a knowledge of the British Empire in St. Joseph's College was ever present in the minds of the promoters of the Association, who received so much encouragement and moral support from the late Rev. Bro. Christian, a former Director of the College, and Bro. Cornelius, our then principal teacher. Parenthetically, let it be observed, both these were typical Irish gentlemen.

From the first year of the Association's formation my Committee have endeavoured to secure the kind co-operation of the Rev. Bro. Director and the Staff of the College in the spirit in which Earl Meath for all these years has so successfully pegged away throughout the length and breadth of the British Empire.

The St. Joseph's College Association has imported from England leaflets and literature concerning the British Empire which they have regularly distributed to the boys at the College. The Association has, moreover, given prizes every year for the best essays on Empire Day. These prizes have not been limited to the highest classes in the College, nor to any particular nationality of scholars, but have been distributed among the three divisions, viz., the Senior or Matriculation Class, the Junior division, and the "Remove" class. Through the courtesy of the Director of Education the essays are submitted to a high official of the Department for adjudication of their merits; and as a result of this official examination, the prizes are awarded.

The distribution of prizes takes place formally at the College in the morning of Empire Day before the Church service, at which either the Director of Education or the Inspector of English Schools very generously presides and is assisted by the Director of the College. The cost of the prize books and literature above-mentioned has been defrayed out of the meagre funds of the Association of £3 from each member and generous donations from past pupils of the College. My Committee have no doubt that were our resources supplemented by gifts from either the Chamber of Commerce or any British organisation, like the China Association and the Navy League, the Old Boys' Association would be capable of enlarging the scope of its class on the propaganda so as to reach the threshold of our mainland beyond the threshold of our Colonial doors, which the present "parochial" system, such as that complained of by the Chairman of the Chamber of Commerce, cannot hope to attain. By this I do not infer any criticism of our Governmental methods, which possess many excellent points.

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COMPLETE SHIP'S OUTFITS.
DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.
OILS, PAINTS AND VARNISH IMPORTERS.
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(Nedda Fonda)	
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IN MANY SMART DESIGNS.

These are hand-made of High-Class Silks. Gentlemen who prefer this kind of Neckwear should not miss seeing them.

Wm. POWELL, Ltd. SPECIALISTS IN GENTLEMEN'S NECKWEAR.

NEW ADVERTISEMENTS

NOTICE.

THE Interest and Responsibility of the undersigned **GEORGE CHARLES MOXON** in the Firm of **MOXON & TAYLOR** ceases on the 31st March, 1921.

G. C. MOXON,
10, Ice House Street,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE.

THE Interest and Responsibility of **Mr. GEORGE CHARLES MOXON** in the undersigned Firm ceases on the 31st March, 1921.

MOXON & TAYLOR,
10, Ice House Street,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE.

MR. EDWARD MAURICE RAYMOND has this Day been admitted as a Partner in this Firm.

MOXON & TAYLOR,
10, Ice House Street,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE.

WE have this Day admitted **LENNOK GODFREY BIRD, D.S.O., GEORGE LEOPOLD WILSON, and EDWIN FORBES BOTHWELL**, as Partners in our Firm.

PALMER & TURNER,
107, Wing Lok Street,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE.

WE have this day admitted **Mr. CHAU TSAN SAN**, as a partner in our firm with authority to sign the name of the firm per procreation.

HIN FAT & CO.,
107, Wing Lok Street,
Hongkong.

Hongkong, 31st March, 1921.

NOTICE.

THE above Company having established its own Branch Office at this port as from this date, the undersigned will CEASE to act as Agents.

DODWELL & CO., LTD.,
7, Queen's Road Central,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE.

WE have this Day Opened a BRANCH OFFICE of the Company at No. 5, QUEEN'S ROAD, CENTRAL, and our Agency Agreement with **Messrs. DODWELL & CO., LTD.** will accordingly lapse.

NANYO YUSEN KAISHA, LTD.,
7, Queen's Road Central,
Hongkong.

Hongkong, April 1st, 1921.

NOTICE.

W of the above, and shall be glad to quote rates of freight and passage on application.

MANNERS & BACKHOUSE, LTD.,
Messengers Bank Building,
7, Queen's Road Central,
Hongkong.

Hongkong, March 31st, 1921.

NOTICE.

THE Public is hereby notified that Local passengers cannot be conveyed by the 8.07 A.M. Express on APRIL 1st, 2nd, 3rd, and 4th, 1921.

By Order,
H. P. WINSLOW,
Manager.

Kowloon, March 30th, 1921.

NOTICE.

PIANOS, HARMONIUMS, MUSICAL INSTRUMENTS.

First-class fabrication.
Exportation to all parts of the world.
Catalogue free of charge.

MAX HORN, ZWICKAU, GERMANY.

NOTICE.

WANTED. EXPERIENCED SENIOR OFFICE ASSISTANT (British) for Engineering and Machinery Department. Must be good Correspondent and have Commercial and Technical knowledge of Engineers' supplies and Hardware. Permanent position and good prospects offered to competent Applicant. An indication of salary expected is required. Persons without the above-mentioned qualifications need not apply.

Address applications to—
Box No. 718,
Care of Daily Press Office.

Hongkong, April 1st, 1921.

NOTICE.

WANTED in Naval Store Department of H.M. Naval Yard a NATIVE STOREHOUSEMAN with knowledge of English and Chinese. Previous experience essential. Commencing salary \$3 per day plus 32 1/2 per cent. 6 days a week. Apply in person with references on MONDAY, APRIL 4th, at 9.30 A.M.

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Hongkong, April 1st, 1921.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of April, 1921, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shek Shan, Kowloon in the Colony of Hongkong, for a term of 75 years, with the option of renewal as a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements	Containing in Square Feet	Approximate Area in Acres	Upset Price
Lot No. 100	Locality: West of Kowloon, between the Main Road and the Kowloon Railway.	172, 7.603	172	7.603

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SOUDAN" Arrived Hongkong on Mar. 31st, 1921.

FROM LONDON, PORT SAID, ADEN, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, March 31st, 1921.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamer "KAMO MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 6th April, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Agents.
Hongkong, March 30th, 1921.

NOTICE.

THE HO HONG STEAMSHIP CO., LTD. OF SINGAPORE, the owners of the Steamship "HONG WAN," are prepared to negotiate for the SALE OF THE WRECK of that Ship, as she now lies beached near Bell Island near Swatow, together with the Engines, Boilers and all appurtenances at present on board.

Full particulars may be obtained on application at the Office of the Company at No. 61, KING STREET, SINGAPORE, or at No. 25, WING LOK STREET, HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. SACRES, to sell by Public Auction, On SATURDAY, the 2nd April, 1921, commencing at 10 A.M., at Craigieburn, the Peak.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, including—
A large quantity of Superior Blackwood Furniture and Ornaments.

(Full Particulars from Catalogue).
On view from Friday, 2 P.M.
TERMS:—Cash.

HUGHES & ROUGH, Auctioneers.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the Hongkong Daily Press, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for **Boxes P. Q. AD. AP. AW. BF. BO. BE. BV. BX.**

WANTED.—COMPETENT Portuguese (Male) STENOGRAPHER. Apply by letter to—CANADIAN PACIFIC OCEAN SERVICES, LIMITED, Hongkong.

WANTED.—ENGLISHMAN going home wishes to purchase some Second-hand Leather Travelling BAGS. Apply—"CONFIDENCE," c/o Daily Press Office.

TO LET COMMODIOUS OFFICE in Alexandra Buildings, immediate possession. Apply to—Linstead & Davis, Alexandra Buildings.

TO LET EUROPEAN OFFICES, 1st floor (four in one block) 18 to 19, Connaught Road Central (with use of lift). "A. B." Care of Daily Press Office.

FOR SALE FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—Box No. 583, Care of Daily Press Office.

FOR SALE 62,570 SQUARE FEET OF LAND at Broadwood Road, Wong-nai-chung, with 7-roomed House and Servants' Quarters, Kitchen, Garden, Tennis Court and Lawn. For particulars apply to—GEO. K. HALL, BRITTON & Co., 37, Queen's Road Central.

HONGKONG JOCKEY CLUB THE FIRST GYMKHANA MEETING will be held (weather permitting) at the Happy Valley on SATURDAY, APRIL 2nd, commencing at 3 P.M.

The Charge or Admission will be \$1 for others than Members of the Hongkong Jockey Club. Soldiers and Sailors in uniform Half-price. The Stewards invite the Ladies of Hongkong to be present.

Hongkong, March 30th, 1921.

OFFICIAL NOTICE. PROPOSAL TO CHANGE A SHIP'S NAME.

WE THE INDO-CHINA STEAM NAVIGATION CO., LTD. OF LONDON hereby give notice that in consequence of the present names being in vogue when running under the German flag, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TWO PAO" of Singapore, official number 150114 of gross tonnage 1650 tons, register tonnage 992 tons, heretofore owned by Controller of Shipping for permission to change her name to "MING SANG" and to have her registered in the new name at the Port of London as owned by THE INDO-CHINA STEAM NAVIGATION CO., LTD.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong this 22nd day of March, 1921.

JARDINE, MATHESON, & Co., Ltd., Agents.

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JARDINE, MATHESON, & Co., Ltd., Agents.

REPUSE BAY HOTEL CABARET DINNER DANCE SATURDAY, APRIL 2nd.

SIGNOR ANTONIO MOLINARI The Milanese Tenor.

Assisted by SIGNORA MOLINARI Soprano.

GEMS FROM POPULAR MASTERPIECES SONG IN ITALIAN AND ENGLISH.

SUNDAY AFTERNOON SEMI-SACRED CONCERT.

Box No. 708.

INTIMATION

WATSON'S

FINE OLD

BROWN

BRANDY

Unsurpassed as a Liqueur—

delightful to the palate, mellow,

and of fine aroma.

As a beverage, most healthful

and agreeable; an aid to

digestion.

A. S. WATSON &

CO., LTD.

WINE AND SPIRIT MERCHANTS.

Phone 616.

MARRIAGE.

THOMSON-ANDERSON.—At Peebles, on February 11th, FRANK WATSON, only son of late H. M. THOMSON, late of Hongkong and Shanghai Bank, and Shirley Southam, and Mary GARDNER, daughter of late R. S. ANDERSON, A.M.I.C.E.

DEATH.

BRAND.—At Eastbourne, on February 19th, MARY JANE, widow of JOHN BRAND, of Shanghai, aged 70.

Hongkong Office: 10A, DES VOEUX RD., C. LONDON Office: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 1st, 1921.

MAINTAINING THE PRICE OF

FOODSTUFFS.

It is somewhat astonishing that in these times of high prices there should be any Government planning measures to maintain the price of foodstuffs, and yet this is the effect of the proposals which the Japanese Government is preparing to lay before the Diet. Rice is the staple food of Japan, and it is in connection with the regulation of the rice market that the Japanese legislation is planned.

Briefly, the Government proposes to establish State granaries for the storage of rice, which is to be purchased by the Government with a fund of 200,000,000 yen raised by means of Exchequer Bills.

Although the proposal is nominally intended to regulate the supply of rice, the Government, of course, expects to get its money back, if not to make a profit out of the transaction, and therefore it is, in fact, a scheme for the regulation of the price of rice.

The Government will, in the circumstances, refrain from selling the rice at a lower price than it paid for it, and even then it will have to devise means for covering the expenses incurred in the experiment, which are estimated for the first year at 4,970,000 yen.

The initial purchases of the Government are expected to amount to three million koku (15 million bushels nearly), although more may be purchased if the rice harvest for this year prove especially abundant.

As to the effect of the purchase on the price of rice, the Director of the Agricultural Bureau recently expressed himself in the Diet as quite

in the dark. This was rather a disingenuous statement because the plan is being supported solely on the ground that it will maintain the price of rice, which the farmers complain has fallen below a profitable figure.

However this may be—the figures given can hardly be accepted—the agricultural interest is so strong in Japan that all the political parties are giving their support to the measure.

Many of the members, indeed, could hardly face their constituencies if they opposed it, while the Seiyukai, the party supporting the Government, notoriously represents the agricultural interests.

From other points of view also the statement that the plan is for the regulation of the price of rice can be hardly accepted. For one thing, during the last twenty years there has been only one failure of the rice crop in Japan, and that was confined to a very small portion of the country.

Year after year crops have been produced coming well up to the average in the worst years and in the majority of years well exceeding it. In fact such luxuriant crops were produced that five or six years ago the Government was induced to take some of the rice off the farmers' hands.

As luck would have it, the shortage of foodstuffs caused by the war enabled the Government to dispose of it at a good profit, which has perhaps encouraged the present Government to make another venture.

But the point is that there has never been any real shortage, and the fact that the cultivation of rice has not diminished shows that the crop was not such an unprofitable one as the farmers now assert.

The regulation of rice cannot be therefore to provide against lean years, since these do not occur, and the conclusion is that it is to regulate against an over supply; to take a too abundant crop off the farmers' hands and enable him to sell the remainder at a higher price.

During the latter part of the war rice reached an extraordinary figure in Japan, mainly through the large exports which were allowed to continue in face of an official embargo.

The farmers thus gained handsome profits, though perhaps not as handsome as those earned by the brokers and other intermediaries through whose hands the rice passed.

At any rate the farmers' profits were enormously increased, and there is now displayed a disinclination to return to the old conditions, a disinclination which is shown all through Japan's industries and is serving to destroy her chances of competition with other nations.

The Japanese Government has already come to the aid of the silk industry, so as to save it cutting its losses, and things have been smoothed over for many other industries for the same reason, but the result of this assistance has not been to improve matters.

To hope to continue war prices in the face of dwindling prices in other countries is madness, but it is a madness that seems almost normal in Japan, so widespread is it.

The Government's advance to the industries, so far as they are regarded merely as advances, have, but served to increase their liabilities without in any way improving the markets or staying the downward trend of prices.

The money will probably never be repaid, in which case the Government may be said to have shouldered the industrial losses caused by the collapse, leaving the industries free to make their own arrangements to meet competition abroad.

But either this view of the situation is not accepted or the industries are unable to see facts as they are, for the struggle to maintain prices is still continued, even more, strange to say, at the expense of the domestic market than of the foreign.

It is noteworthy that in many commodities there are different scales of prices for the home and foreign markets, in which the home markets come off considerably the worst.

Seeing this assistance given to industries it is but natural that the farmers should also claim their share of the spoil, and as they are politically stronger than the industrial classes, there can be little doubt that they will get it.

Some doubts have been expressed as to whether the Government's measure will serve to increase the price of rice or even to maintain it.

It is claimed that any increase in the price will cause the inflow of stocks from Korea and Formosa, while it is undoubtedly that the farmers have immense stocks stored away which would be released at any rise in price and thus serve automatically to bring the market down.

It may be true that the present scheme will have to be followed by others to bring about the desired object, but it is hardly possible to lock up three million koku of rice without effecting some change in the market, a change which will certainly not be a fall in price.

Moreover, the argument sustains the Government's claim that it is merely attempting to regulate the supply, that is, secure an equitable distribution of the staple food all over the country.

The Government undoubtedly hope that its measure will serve to maintain the price of rice, and if it fails in that purpose other measures will be taken.

We thus have a Government engaged in maintaining the high price of food stuffs at a time when there is every reason for the reverse policy to be followed.

Japan has succeeded industrially so far by reason of the cheapness of her labour, made possible by the low cost of living. This advantage is now being wilfully destroyed.

The Ceylon Chamber of Commerce are approaching Government and demanding a reduction of the homeward passage rates.

Mr. C. A. da Roza has been elected Vice-President of the Kowloon Residents' Association, vice, Mr. E. J. Noronha, deceased.

The University of Aberdeen is to confer the honorary degree of Doctor of Divinity on the Right Rev. Ernest Denny Logie Danson, M.A. (Aberdeen), Bishop of Labuan and Sarawak.

Sir William Brunyate, the new Vice-Chancellor of the Hongkong University, arrived yesterday from England by the P. & O. steamer *Soudan*. Lady Brunyate accompanied her husband.

At a recent meeting of the Council of the Royal Colonial Institute the following were elected—Hongkong: Mrs. May Young; China: Mrs. Charles E. Watson (Canton), Charles E. Watson.

A Singapore contemporary mentions that Mr. Bob Alton, the advance representative of Harmsworth's Circus, was at latest accounts critically ill with cancer in the throat in hospital in Batavia.

Our Scottish correspondent mentions that Mr. J. W. Maxwell, Commissioner of Customs, China, underwent a minor operation in Edinburgh on the 17th February, and when the mail left was convalescing highly favourably.

The Paris correspondent of a London financial paper states that China is to place a loan for 500,000,000 f. at 8 per cent in Paris. Three-fifths of the total (300,000,000 f.) is to remain in France in payment for aviation material.

The engagement is announced of Mr. S. B. M. Bremer, son of the late Mr. Allan Selton Bremer, and Mrs. Bremer of Shanghai, to Marion E. second daughter of the late Mr. John Liddell and Mrs. Liddell, of Shanghai.

A London paper of February 24th says: "The rumour which has done duty many times as to the absorption of the Indo-China Steam Navigation Co. by the P. & O. has been revived. The market evidently placed some credence in it, because the Deferred moved up some 11 points on 18th inst. to 40. So far there is no confirmation of the rumour."

Well-known residents who left Hongkong by the *Empress of Asia* yesterday included the Hon. Mr. John Johnston and Mrs. Johnston, General and Mrs. Mc

COAL INDUSTRY IN PERIL: THREAT TO FLOOD MINES.

GREEKS IN ASIA MINOR: ANGORA WITHIN THEIR GRASP.

BRITISH OFFER TO AMERICA: NO OBJECTION TO OIL SEARCH IN BASRA.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

AMERICAN FUNDS FOR IRELAND.

BRITISH EMBASSY DECLARATION.

WASHINGTON, March 31st.

The British Embassy has issued an announcement evidently in connection with President Harding's recent compliance with the request of group of Irish leaders in New York to wish success to the forthcoming meeting for the purpose of raising funds for distressed women and children in Ireland. The President, in expressing American sympathy, referred to the Irish kinship of many Americans. The Embassy points out that charitable organisations constituted strictly on a non-political basis and desiring to deal impartially with any Irish distress would not encounter unnecessary difficulty, and adds that there would be no distress which could not adequately be met from British sources if parts of Ireland, Sinn Fein in sympathy, did not refuse to accept money raised in the United Kingdom, but they preferred to appeal to American charity.

SINN FEIN ATTACK ON POLICE BARRACKS.

LONDON, March 31st.

It is reported that 5 policemen were killed and 14 are missing as a result of a Sinn Fein attack on the police barracks at Ross-Carberry, Co. Cork, at 3 o'clock this morning.

The front wall of the barracks was blown in by bombs thrown into the barracks. Heavy rifle-fire was maintained by the police, who held the barracks till the room in which they were compelled to take shelter caught fire, when the able-bodied among them escaped through a window.

TO PROTECT BRITISH INDUSTRIES.

RESOLUTIONS FOR FINANCE ACT.

LONDON, March 31st.

The terms are published of the resolutions which it is proposed to submit to the Committee of Ways and Means to give effect to the Government's promise of legislation to safeguard British industries from foreign competition.

The resolutions, which, if passed, will be given effect to in this year's Finance Act, provide an *ad valorem* duty of 33 per cent. for 5 years on certain commodities, regardless of the country whence they were imported, including chemical and scientific glassware, magnets and tungsten products. These come mostly from Germany, and are already subject to a 50 per cent. tax under the Boparations Act.

The resolutions also provide an additional Customs duty of 33 per cent. in order to check dumping and protect British manufacturers against competition of foreign goods, which owing to depreciation of currencies can be sold in Great Britain at prices below those at which they can profitably be manufactured in England.

HIGH MONEY RATES.

FEW BIDS FOR NEW YORK CITY BONDS.

NEW YORK, March 31st.

Owing to the high level of money rates in the United States, no sales have resulted from the recent invitation for tender for 47 million dollars New York City Bonds. Only a few bids were received, mainly on the basis of 6 per cent. interest or higher, and the city's Treasury officials declined to consider them.

MESOPOTAMIA MANDATE.

BRITISH NOTE TO UNITED STATES.

NEW YORK, March 31st.

According to the *Philadelphia Public Ledger*, the last British Note as regards the Mesopotamia mandate points out that concessions to exploit the oil-fields in Mosul and Baghdad were granted before the war by the Turks. Simultaneously, a similar concession was granted to the Standard Oil Company to exploit the oil-fields in Palestine. Consequently, the oil-fields are outside the League's control. Great Britain announces that if Americans care to search for oil in Basra she would not object.

The newspaper adds that the American Government shows no sign of concurrence with this contention. On the contrary, the State Department is preparing vigorously to contest it.

GREEK OFFENSIVE.

VIEWS OF ALLIED EXPERTS.

LONDON, March 31st.

A Constantinople telegram announces that the Greeks have captured Eskishehr. Although it is not yet known whether a further advance is contemplated, the Allied military experts are of the opinion that the Turks could not prevent the Greeks from reaching Angora in ten days. The Turkish Nationalist *communiqués* do not conceal the true situation. Nevertheless, they urge the population to remain calm and confident, contending that the Turkish retreat is a strategic necessity. They foreshadow a stand when the numerical superiority of the Greeks has been reduced owing to the necessity of garrisoning the occupied territory.

WORLD'S CHESS CHAMPIONSHIP.

RESULT OF FIFTH GAME.

HAVANA, March 31st.

Capablanca defeated Lasker in the fifth game, after forty-six moves. The previous four games were drawn.

EARLIER CABLES.

GERMAN PROTEST TO LEAGUE OF NATIONS.

AGAINST ALLIES' POLICY OF OCCUPATION.

LONDON, March 30th.

According to the *Petit Parisien*, Germany has sent to the League of Nations a new Note protesting against the Allied penalties. The Note alleges that the Allies have extended the occupation to include, *inter alia*, stations in Mulheim, Speldorf and Oberhausen, and apparently contemplate a further extension. Germany protests that this is contrary to right and justice, and requests that the procedure as regards conciliation provided in Articles 19 to 17 in the Covenant of the League should be extended to the new measures of the Allies.

U.S. NOTE TO MEXICO.

FOR PUNISHMENT OF MURDERERS OF AMERICAN CITIZENS.

WASHINGTON, March 31st.

The State Department has demanded from the Mexican Government the apprehension and punishment of the murderers of the three American citizens recently killed in Mexico.

VARSLITY GOLF.

LONDON, March 30th.

At Hoylake, in the inter-Varsity golf contest, Oxford beat Cambridge by 12 to 3 in the matches, by 4 to 1 in the four-somes, and by 9 to 3 in the singles.

LATEST CABLES.

COAL STRIKE MENACE.

HOW MINERS ARE AT A DIS-ADVANTAGE.

LONDON, March 31st.

Despite the definite nature of the miners' leaders' announcement it is still difficult to believe that there will be a general response to the order to cease work. While discipline in the Miners' Federation is little short of perfect, miners doubtless realise the inopportune-ness of the struggle in the present conditions, which during the past few months have led to the shelving of programmes in a number of Trade Unions. Moreover, in several districts men are still considering the employers' direct offers. The men suffer from the further disadvantage that their Federation is unable to advance a real alternative policy to that of the Government or of the owners as the basis of settlement.

Based on the present output the proposed reductions vary from 7s. daily in the case of South Wales to 2s. in Cannock Chase, whilst the men in Leicestershire remain unaffected.

The suggestion of the withdrawal of pumpmen is obviously designed to force a speedy conclusion of the struggle in view of the Union's shortage of funds, but that the effects are likely to be disastrous and suicidal to the miners is recalled by the fact that several of the mines flooded during the strike in Yorkshire in 1910 were never re-opened.

EARLIER CABLES.

THREAT TO STOP WORK COMPLETELY.

LONDON, March 31st.

The executive of the Miners' Federation interviewed Sir Robert Horne at the Board of Trade and demanded that the State continue to subsidize the industry, and thus ensure the payment of higher wages than were at present permissible.

Sir Robert Horne replied that this was impossible. Most of the other great industries, he said, were in a worse position than the coal industry, and their workers were not only unable to get the previous rates of wages, but also unable to get employment. Therefore, it was impossible to tax the other already crippled industries to provide a subsidy for the coal trade.

The deputation then stated that the Federation had decided to withdraw all workers from the pits, including pumpmen and enginemen, at midnight, on March 31st.

Sir Robert Horne declined to believe that the miners would allow the mines to be flooded, and thus lose their means of livelihood. He appealed to them to reconsider the effect such action will have on themselves and the whole country.

The executive meets again to-morrow.

COMMUNIST OUTBREAK IN GERMANY.

SERIOUS OUTLOOK IN JENA.

BERLIN, March 30th.

The Communist revolt, which was yesterday regarded as collapsing, is now flickering up at various points. The chief zone of Communist operations in mid-Germany. The train service in both towns is suspended.

Bands defeated in the Mansfeld district concentrated in a strong position at Groebbers and repulsed a storming attack by the Police, who lost two killed and ten wounded.

Trouble has broken out at Jena, where the Communists have compelled a practical cessation of work.

The Communists lost fifty killed and many prisoners in a severe fight which ended in the Police capturing the town of Geyersberg in the district of Duesenberg. The Police killed three and wounded five civilians in a fight at Mannheim.

THE BOAT-RACE.

A WIN FOR CAMBRIDGE.

LONDON, March 30th.

Cambridge won the Boat-race. The Varsity Boat Race was held to-day in fine weather in the presence of an enormous crowd. There was a light south-westerly breeze, but the water was smooth. Oxford won the toss and chose the Surrey side. The race started at 5.14 p.m. Cambridge striking 34 and Oxford 35 in the first minute. At the Duke's Head the crews were level. At Beverley Brook, Cambridge led by half a length, which they increased to a length at Craven Steps, and to a length and a quarter at Crabtree Island. With a fine spurt, Oxford led by a quarter length passing Harrod's, but at Hammersmith Bridge Cambridge were again in front.

Oxford were rowing 36 strokes per minute, Cambridge 35. At the Lead Mills, Oxford led by a quarter of a length, increasing this to a third of a length. Two miles along the Mall, Oxford were half a length ahead, and round the bend a length. At this point Oxford were striking 31 and Cambridge 29. When three miles had been covered Oxford were half a length ahead and were striking 35 to 34. Both crews were rowing splendidly. Oxford still led by half a length at Barnes Bridge, where the time was 16min. 22secs.; but at the White Hart the crews were level. Cambridge were a quarter of a length in front at Mortlake Brewery, and won a gruelling race by a length. Time: 19min. 43secs.

ALLIED PROTEST TO GERMANY.

ALLEGED FAILURE TO DISARM.

BERLIN, March 30th.

The Inter-Allied Military Commission handed a Note to Germany on March 18th, pointing out that disarmament had not been completed, especially as regards machine-guns, as the number available for training purposes still equalled the number surrendered; also that a great mass of weapons had been taken to pieces and classed as spare parts, the total value of which was over a milliard marks, while quantities of automatic pistols, grenadethrowers, and artillery at Koenigsberg, Loetzen, Pillau, Marienburg, etc., had not been delivered.

The Note requests that the omissions be remedied by March 31st and points out that the provisions of the Paris Note of January 29th as regards manufactures had not been met.

Germany replied on March 26th, declaring that the Reichswehr had only the quantities of guns, bomb-throwers and machine-guns laid down by Article 164 of the Treaty and the Spa Protocol.

Germany furthermore claims that the Treaty does not prescribe the numbers for other armaments, and that the possessions do not exceed the requirements of an Army of 100,000, claiming that training weapons could not be reckoned as weapons in the sense of the Treaty, as they had been made unserviceable. The reply denies the statements as regards the weapons taken to pieces, declaring that a further surrender of guns from the eastern fortresses is impossible in the present conditions. Therefore, Germany has a Treaty right to the retention thereof, while as regards coastal works the delivery of the whole material is now progressing. The reply finally urges that Germany has not infringed any of the disarmament provisions of the Treaty and is ready to submit the points of difference to an impartial court of arbitration.

FRENCH CUSTOMS TARIFF.

PROPOSED REVISION.

PARIS, March 31st.

It is understood that the Government is shortly introducing a revised Customs tariff, which, experts are of the opinion, will furnish a wall against all imports, except foodstuffs and metallurgical products.

KARL'S COUP.

ATTITUDE OF SWISS FEDERAL COUNCIL.

BERNE, March 30th.

The arrival of Emperor Karl at Budapest has created surprise at the Federal Palace as the Emperor's departure from Switzerland was not known. It is pointed out that there was no need for a passport, and Karl was not obliged to notify his departure as in the case of Constantine, but was bound to abstain from political propaganda in Swiss territory.

The Federal Council reserves the rights as regards the measures to be taken in the event of Karl returning to Switzerland.

PROSPECTS OF CONFLICT.

PARIS, March 30th.

The *Temps* recalls the agreement between the Czechoslovak and the Jugoslav Governments that the advent to power of a Hapsburg would constitute a *casus belli*, and says that the neighbours of Austria-Hungary must now claim guarantees for the future, declaring that France will stand by their side.

ATTEMPTED COUP D'ETAT FAILS.

BUDAPEST, March 30th.

Opposition by troops at Steinamanger and a strong contingent of the Budapest Garrison foiled Emperor Karl's attempt at a coup d'etat.

Karl first appeared at Steinamanger, where General Lehar refused to help. Karl and two friends then proceeded to Budapest and asked the Regent to hand over power, but Admiral Horthy refused to return to Switzerland. Karl left, accompanied by M. Teleki, the Hungarian Premier, but stopped on the plea of illness at Steinamanger, where he remains.

The British, French and Italian Commissioners in Hungary conferred here yesterday, after which the British Commissioner called on Admiral Horthy, whom he reminded of the decision of the Allies to oppose the restoration of the Hapsburgs.

WILL SWITZERLAND ALLOW HIM BACK?

LONDON, March 30th.

Karl's bid for the Crown of Hungary has surprised the papers, which were grateful of the fact that an Easter coup d'etat was plotted weeks ago, as cabled on February 6th and February 9th. Details of his dash from Switzerland are lacking, but British official telegrams confirm the chilliness of his reception at Budapest and state that his following in Hungary is very small, apparently being confined to the military clique.

Karl is now guarded by the military at Steinamanger, and is awaiting an opportunity to return to exile in Switzerland, but it remains to be seen whether Switzerland will take back the violator of her asylum.

It is authoritatively declared that the British Government will not tolerate the restoration of the Monarchy, which, besides internal complications, would provoke conflict in Central Europe, as a restored Monarchy would pursue a policy of annexation, awakening concerted opposition by adjoining States.

A Rome message says the Allied Governments, in exchanging Notes, resolved on a speedy settlement and completely agreed as to the impossibility of allowing a restoration of the Hapsburgs. Though Budapest telegrams are reassuring, it is recalled that Admiral Horthy recently spoke to a French interviewer in favour of restoration.

INTERNATIONAL COMMUNICATIONS.

CONVENTION ACCORDS FREEDOM OF TRANSIT.

BARCELONA, March 30th.

The International Transit and Communications Conference is expected to close on April 10th. Among the work accomplished the Conference constituted an advisory committee, which at the headquarters of the League of Nations will form a permanent liaison organization of jurisprudence, similar to the International Labour Bureau. The Conference has included in the text of the Convention a clause according freedom of transit while respecting the sovereignty of States and providing for contingencies like war.

FAR-EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

AUSTRALIAN FLOUR FOR FAR EAST.

MELBOURNE, March 31st.

The Federal Government has ordered a 33 per cent. reduction in freights by the Commonwealth steamers for shipments of flour to the Far East with a view to meeting American competition and in harmony with the decrees authorised by the shipping companies trading between Australia and the Far East.

THE CHINESE FAMINE.

LONDON, March 30th.

Writing in the *Asiatic Review*, Mr. J. P. Donovan, Honorary Secretary of the China Famine Relief Fund, suggests reforms with a view to lessening, if not preventing, such loss of life as has resulted from the present great famine in China. Mr. Donovan urges the multiplication and Government support of institutions such as the College of Agriculture and Forestry connected with the University of Nanking, and points out that planting trees in the Northern provinces of China would not only improve the rainfall, but in time the forests would become a source of revenue to the State and a means of productive income for the people. Mr. Donovan also hopes that under the Republic leaders of the Chinese people will make an effort to abolish "fundamental errors of the social system, which make famine absolutely inevitable—namely—polygamy, the marriage of minors, and excessive birth-rate."

JAPAN AND THE HARDING ADMINISTRATION.

LONDON, March 31st.

According to the *Times* correspondent, the *New York Herald* announces that President Harding has accepted the resignation of Ambassador Morris. It is understood that the present administration, instead of accepting the Morris-Shidehara Agreement immediately, prefers to treat Japo-American questions on a broad basis, and to regard the settlement of the Yap controversy as necessary in the preliminary negotiations.

BANDMAN OPERA CO.

OPENING NIGHT IN "BRAN PIE."

The Bandman Opera Company opened their season at the Theatre Royal last night with "Bran Pie," a London West End success, which went, last year, in the fashion of the times, into two or three editions.

The mounting and costumes were on the most lavish scale and the performance delighted a large audience. Many of the scenes were very charming and the dresses of the ladies most artistic. This was notably the case in a Chinese scene in which Miss Dora Dolan and the chorus figured, the Grecian scene, and "The Vamp" in which Miss Madeline Bossett scored a great success.

"A Disorderly Dip" was one of the most amusing scenes in the entertainment. It is a skit on the regimental orderly room, and gave Mr. Eric Masters, as the officer, Mr. Dan Mansfield, the sergeant-major, and Mr. Jack Orlinton, the soldier, "on the peg," opportunities for humour of which they made the utmost use, to the great delight of the large military element in the audience. Mr. Leyland Hodgson partnered Miss Doree Hanbury in a skilful exposition of latest ball-room methods.

Miss Madeline Bossett proved herself an artist of great versatility. She was seen during the evening singing at the piano, dancing, and in male impersonations and she seemed equally at home in every capacity.

Mr. Jack Orlinton was the principal comedian and his whimsical humour was greatly enjoyed.

A burlesque drama caused much amusement and a very graceful concluding item was a *revue* at the piano by Miss Grace Barry, during which exhibitions of the minuet, waltz, tango and jazz were given. Praise must be accorded to the chorus, consisting of a body of charming ladies whose verve and grace contributed in no small degree to the undoubted success of the evening. The orchestra, too, rendered the very beautiful music of this production in admirable style. To-night, the Company appear in "Oh Joy."

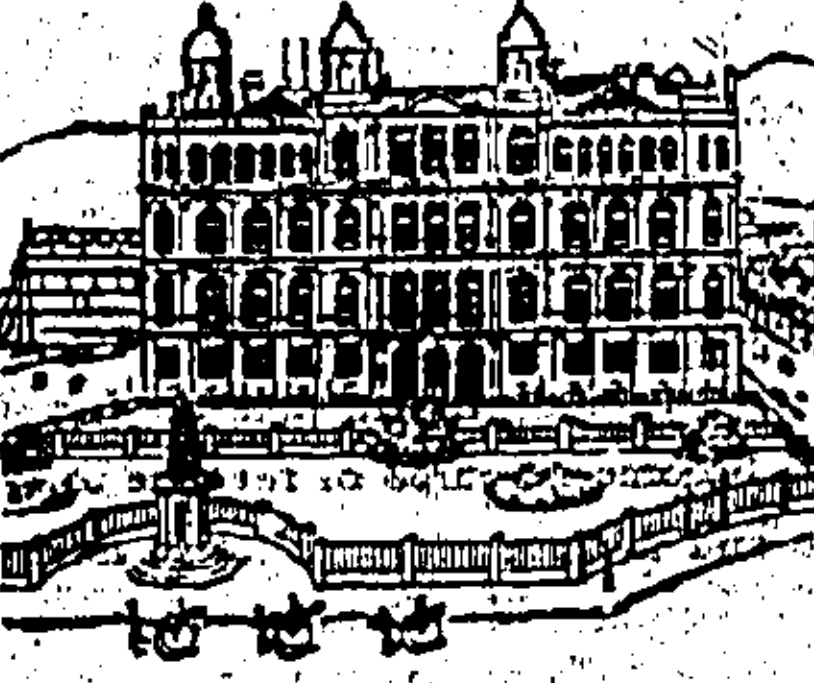
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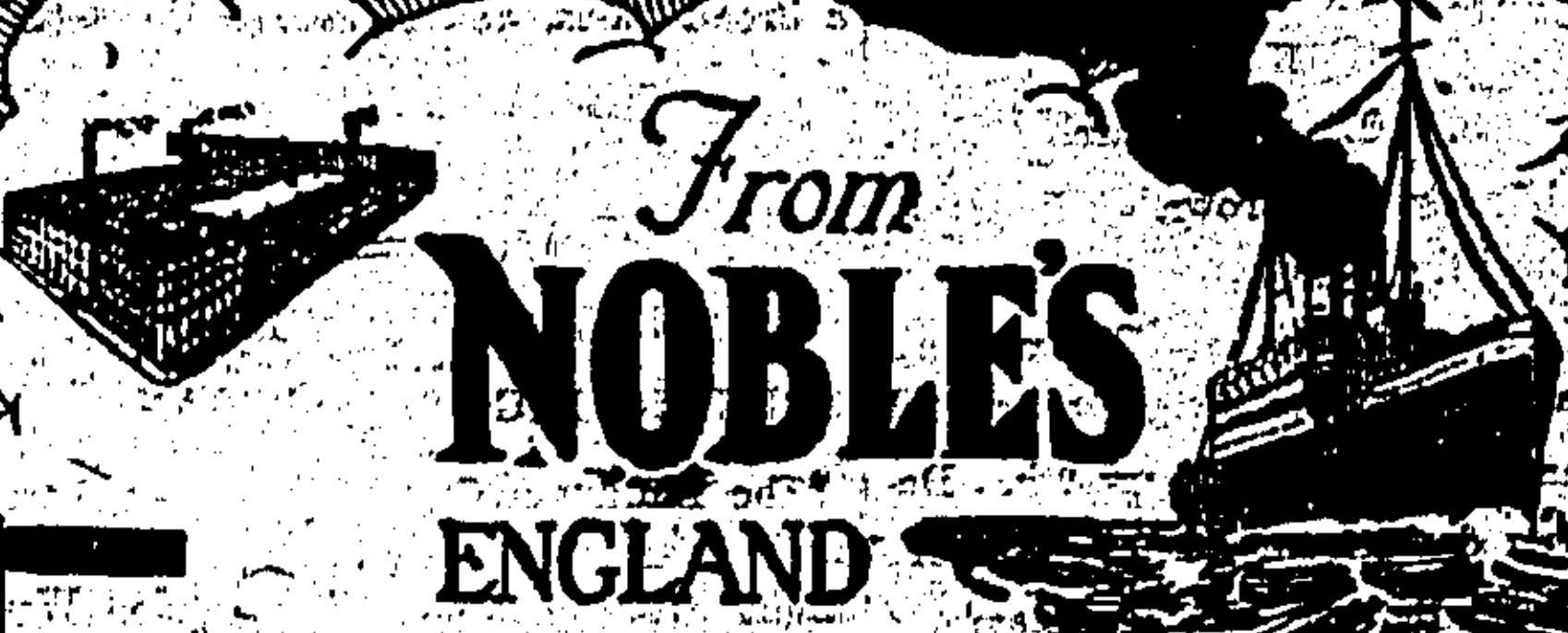
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THE ABANDON OF RUIN.

VIENNA DRUNK WITH THE SPIRIT OF LUXURY.

DOPED WITH TALES OF CREDITS.
(By LUCIEN ARTHUR JONES.)

VIENNA, February 7th.

The most saleable commodity in Vienna at the present time is a "frack." "Frack" is the nearest the Austrians can get to our full evening dress. Last year a smoking jacket was occasionally seen at the Opera. The dying man of Europe is fighting hard to regain the position of the smartest and gayest country in the world, and to-day in Vienna no one dreams of dining out or going to a dance without a "frack."

In my ignorance, believing Austria to be bowed down with misery, only brought my dinner jacket. The spirit of carnival passes me by with a disdainful glance, for I have no "frack" here, and I do not propose to pay 4,000 crowns (\$21 at the present rate of exchange) for a new one.

The air of false prosperity which surrounds the heart of Vienna is astounding. Beautiful women in filmy dresses, which each cost a little more than the yearly salary of the present Austrian Prime Minister, frequent the lounges of the fashionable hotels. They are escorted by immaculately attired cavaliers.

CHAMPAGNE.

There must be more cabarets in Vienna to the square foot than in any other capital in Europe. The entertainment provided is of the most sumptuous character, and is invariably accompanied by Austrian champagne, the price of which per bottle is more than the weekly salary of a clerk. It tastes rather like poor cider highly aerated. There is, however, so much paper money about that the cabaret visitors care little what sort of amusement or drinks are provided so long as they can spend money.

The net profits of the "Tabarin," Vienna's most famous place of luxury, are stated to exceed 250,000 crowns per week (representing nominally \$11,000). Where does all the money come from when Austria is crying aloud to the world that the disintegration of the country is imminent?

A little incident, typical of Vienna life, which I witnessed in a café, may, perhaps, supply the answer. A young man of middle-class family was sitting with his sweetheart, a pretty fair-haired girl.

"What shall we do to-night?" asked the girl.

"I've got a box for the big masked ball," replied the lover.

"But that costs 10,000 crowns," cried the girl, in a scared voice.

The young man instantly pulled out a bundle of dollar notes.

"Made 70,000 to-day in speculating on the American exchange rates," he whispered. The girl's eyes lit up with pleasure and admiration.

VICE AND LUXURY.

It is hard to find pity for Austria's starving millions when vice, luxury, and dissipation of every sort are eating into the core of the capital. There appears to be little effort on the part of the Austrians to help themselves. The population is doped from day to day by the publication every half-hour of some story of fresh credits which one of the Allied Powers is about to grant. Now it is 20,000,000 dollars from America, now 20,000,000 lire from Italy or 200,000,000 francs from France.

The *Neue Freie Presse* however, calls a halt. It states: "Vienna is drunk with the intoxication of luxury. It is true that only a few thousands are concerned, and that huge masses are living in the direst want. Still, a note of warning must be sounded: Austria's poverty-stricken, and there is no need to copy the behaviour of the inhabitants of those countries which are conquered."

Must our women appear with their entire backs bare or in dresses which scarcely deserve the name of clothing? Is it necessary that Vienna should, in one evening, spend sums of money that formerly would have kept a family in comfort for several years?

WOMEN AND VICE.

The *Neue Freie Presse* adds that Austria cannot expect sympathy and help from foreign countries when it shows examples of frivolity and self-indulgence. It blames the depreciation of the Austrian crown for the fact that half the troubles of Austria, "Our golden monetary standard is like a corpse where the flies collect," says the journal.

Der Abend caricatures cruelly this phase of Viennese life. It shows the interior of a luxurious cabaret, with beautiful women amid many bottles of champagne. The caption is, "No wonder a loan of 200,000,000 French francs is not sufficient to help Vienna."

It is stated that Austria will receive this year only a third of its minimum requirements of coal for industrial purposes. Yet the Austrians, newspapers blindly announce to-day that during the carnival season every restaurant, café, dance-hall, and cabaret is permitted to remain open until one in the morning.

For the past two days heavy falls of snow, alternating with a downpour of rain, have filled the Viennese streets deep in slush. The municipality advertised for 3,000 unemployed to clear the mess away. Ninety-three replies were received.

The food situation is not nearly so bad as the Austrians make out, and there are enough raw materials to enable the country considerably to increase its exports if the Austrians would get down to work. International financiers naturally hesitate to invest their money when it is apparent that the greater part would be frittered away.

The middle classes in Vienna have a genuine case, but the rest of the community have become accustomed to live on the world's charity. The country is undoubtedly in a hopeless position. The Austrians have themselves largely to thank for this. *Daily Express.*

Parties like poets, are born, not made. *Lord Hugh Cecil.*

We have far better acting on empty stomachs than on turtle soup. *Mr. Robert Hale.*

INTIMATIONS

WAR MEMORIAL SUBSCRIPTION LIST.

FOR the erection of a Public Subscription, of £10,000, to be used for the erection of a War Memorial, the following have been elected by the War Memorial Committee, and to be managed for the joint use of the Navy, the Army and the Officers by a Joint Board of Directors. A portion of the sum raised will be devoted to the erection of a Permanent Stone Memorial which will be put in place at an early date.

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M. J. BREEN,
Hon. Secretary,
War Memorial Committee,
Hongkong, December 15th, 1920. [129]

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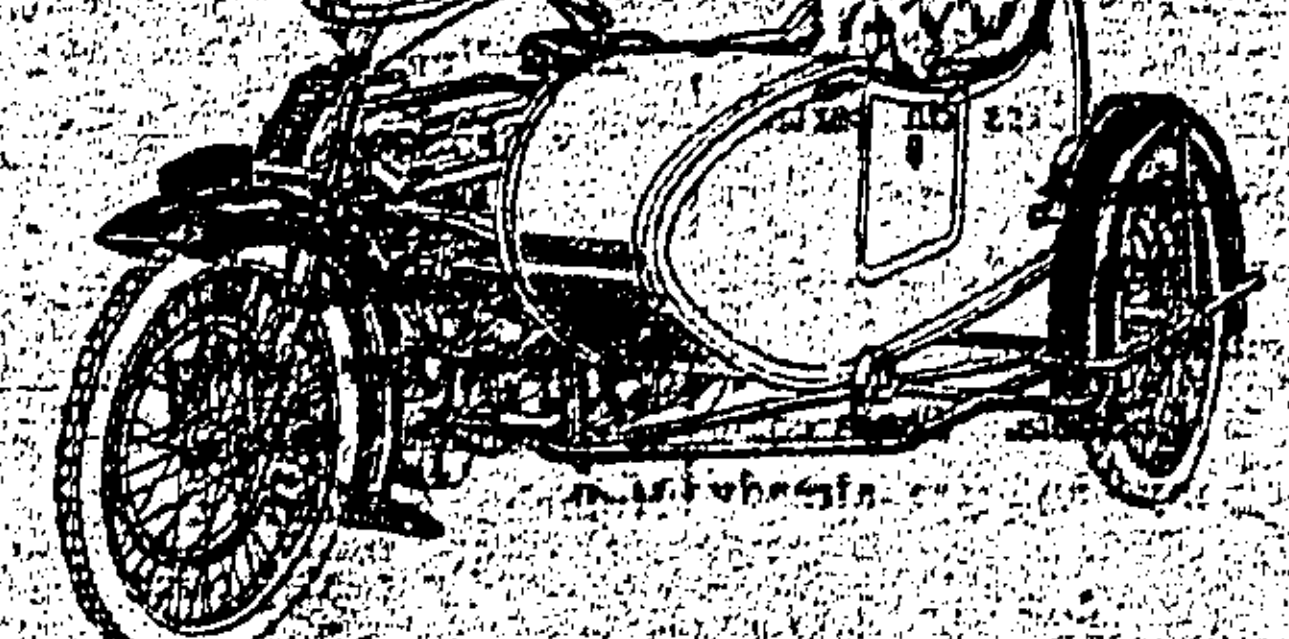
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NO REDUCTION OF INCOME-TAX.

CHANCELLOR'S STATEMENT.

No prospect of a reduction of income-tax was held out by the Chancellor of the Exchequer to a deputation representing British industrial interests, which waited upon him at the Treasury on February 16th. Led by Sir Peter Rylands, the deputation urged the desirability of some alleviation of taxation, in view of the serious position of trade at the present moment.

Mr. Austen Chamberlain met the deputation's criticism of the three years' average assessment for income-tax with the information that he hoped to provide for assessment on the preceding year in a bill to be brought forward early in the present session. It was hardly likely, however, he stated, that this measure could come into operation until the financial year following. He pointed out that manufacturers had had the benefit of the average system during a period of rising profits to the extent, according to Treasury figures, of no less than £30,000,000 in taxation. He had felt it to the national advantage to get rid of Excess Profits Duty, but that was as far as he could possibly go this year. Excess profits had undoubtedly been made, and there could be no question as to the payment of the accrued arrears of duty.

"INDUSTRY FIGHTING FOR LIFE."

Sir Peter Rylands, who placed the views of the deputation before Mr. Chamberlain, impressed on the Chancellor the deputation's view that in pressing for a reduction of taxation they were acting in the national interest. Those responsible for the conduct of industry were most anxious as to the present situation, which was bad, and appeared to grow worse daily. One serious factor was the very severe competition which industry in Great Britain had to face from the Continent. It had been authoritatively stated that the wage increases in Germany, where they had been highest, had only brought wages up approximately to the present level in Belgium. The position of affairs was almost similar. As a result, Continental prices absolutely defied competition from British manufacturers in all markets. In the iron and steel industry this competition was felt very acutely. Sir Peter mentioned that in many businesses in Great Britain only a quarter or one-third of the normal output could be secured, despite the most strenuous efforts. Dealing with the question of exchanges and the difficulty of obtaining remittances from abroad, Sir Peter declared that merchants were breaking contracts with manufacturers because the machinery of exchange had broken down. With regard to coal, the industry was in a serious condition. Control would shortly be removed, and the Federation of British Industries understood that the pool from which pits derived profits would be exhausted in March. In certain districts collieries would be losing 10s. or 12s. per ton, and if there were no fund from which losses could be met there could be no alternative to the stopping of certain pits which were not paying. This would mean the unemployment of 100,000 miners, or a drastic cutting of wages during the next six weeks or two months, which would create a very difficult situation. Limited sources of supply would also militate against a drop in price.

Sir Peter Rylands pointed out further that the greater portion of the excess profits duty imposed last year had to be spread over the forthcoming financial year and the following. He mentioned that the relief of the removal of the tax would not be felt in the forthcoming year, and declared that more immediate relief was required. In normal times they would have thoroughly approved the policy of vigorous liquidation of debt, but in their present difficulty they were inclined to suggest that that policy should be left over until such a period as the nation could afford it. While he did not wish to use alarmist language, the present position could be put in only one way—industry was fighting for its life. Referring to the position of the railways, Sir Peter said it was perfectly clear when control came to be removed on August 31st the transport rates, which manufacturers considered were already enormous, would be found hopelessly insufficient. Either the railways would have to run at a loss, or the rates would rise higher, and further strangle the trade of the country.

THE CHANCELLOR'S REPLY.

The Chancellor of the Exchequer, in his reply to the deputation, said the Government was striving to do the best of its ability to see the country safely through the present difficult position. Not one of the five factors referred to by Sir Peter Rylands—the exchange position, Continental competition, coal, the railways, and the Continental financial policy of inflation—was under the absolute control of the Government. In listening to Sir Peter he had struck him what a small part taxation actually played amongst the many factors at work. With regard to the difficulty of remittances, in the case of Australia it was due to the internal financial policy of the Australian Government; in foreign markets, such as China and India, to the impossibility of merchants disposing of goods if ordered; and in Continental markets to the break-down in certain instances of the machinery of exchange. In nearly every case that required internal correction. The use of printing presses to meet daily requirements by many Continental countries was unsound, and was only possible because those countries were practically self-supporting. That matter was not within the control of the Government. With regard to railways and coal, he asked critics of the Government's actions to consider what would have been the result had their actions been different. He quite appreciated that the federation never intended to suggest alleviation of arrears of excess profits duty.

With regard to the criticisms of the three years' average assessment for income-tax, he hoped to bring forward a Revenue Bill early in the present session providing for assessment on the preceding year. That bill could, however, scarcely be brought into operation until the financial year following. Manufacturers had

(Continued at foot of next column.)

DAIRY FARM NEWS.**CHEESE.**

GRUYERE ... \$1.40 per lb.

AUSTRALIA STILTON \$1.00 ..

FRENCH ... \$0.90 ..

THE DAIRY FARM, ICE & COLD

RAGE CO., LTD.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAISANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 3rd April, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, March 28th, 1921. [702]

VETARZO
DR. LE CLERC
SPECIALIST IN ALL
DISEASES OF THE
SKIN, EYES, EARS, NOSE
AND THROAT.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

From	To
Iwata, Passenger, Samarang	Tokio
Edaro Saita c/o Imafuma	Tokushima
Ah Young & Co., Victoria St.	Shanghai
Kitaro Toyosaburo	Taipei
S. E. Zhi, Hongkong Hotel.	Shanghai
Saunders Kremlin	Shanghai
Mark Hoken	Miyazoshita
Kaidan	Amoy
Eng Hong	Amoy
Maw, Wo Hing, 2nd	Amoy
Secret, Wanchai	Amoy
Kwong Mou Tai	Shanghai
Pow Hing Chong (2)	Shanghai
Fat Kee (2)	Shanghai
Wing Chung Wing	Shanghai
Ho Gut Kwan, Kwong Tai	Shanghai
Loy Hotel	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

From	To
Stock, Hongkong Hotel	Haiphong
Deen, care American Consul New York	Haiphong
William Donald, care Bradley Glasgow	Haiphong
Vincent Espina	Lucena Luzon
Geoffrey	Paris
Grayco	Albanay
Menzi (2)	Bombay

had the advantage of the three years' average during a period of steadily rising profits, and Treasury figures showed that in the seven years 1914-1921 a sum of £330,000,000 more would have had to be paid had the three years' average not been in operation. Nothing would please him better than to make a general remission of income-tax if it were possible. After his Birmingham announcement that excess profits duty was to go, he had been approached from many quarters asking why relief should be given only to the rich industrialists. He believed the best that could be done for the national advantage was to get rid of excess profits duty, and that was as far as he could go this year. It must be remembered that allowing for the present value of money, the total service on public debt of £325,000,000 and war pensions £125,000,000—a budget of £450,000,000 had to be faced if only the pre-war standard were maintained. He was not in favour of debt redemption at all costs, but a certain amount was inevitable, and last year it was necessary to make a big effort when things were going well, in order to lighten the burden when they were not so good. If the required £450,000,000 were borne in mind, they would recognize the impossibility of reducing income-tax.

He also reminded the deputation that in the course of the financial year after next he would have to make provision to pay interest on the American debt, which had not borne interest since May, 1919. In view of the heavy reclamations in prospect he thought the Federation's figure of £300,000,000 accrued arrears of excess profits duty an over-estimate. There was no doubt as to excess profits having been made, and therefore there could be no question as to duty having to be paid.

INDO-CHINA**STEAM NAVIGATION COMPANY LIMITED**

SAILINGS SUBJECT TO ALTERATION

Line	Ship	Day	Time
MANILA	"LOONGSANG"	Fri.	1st Apr., 3 p.m.
BANGKOK via SWATOW	"TEOPAO"	Sun.	3rd Apr., 11 a.m.
SEAATS & CALCUTTA	"CHAKSANG"	Thurs.	6th Apr., 3 p.m.
HAIPHONG via HOIHOW	"LOONGSANG"	Wed.	6th Apr., 9 a.m.
SHANGHAI & TAIPEI via SWATOW	"WINGSANG"	Thurs.	7th Apr., 11 a.m.
KOBE via SHANGHAI	"FOOKSANG"	Mon.	11th Apr., Noon.

CAIROUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datta.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Tuesday, Apr. 5th, 3 p.m., for SINGAPORE, PENANG and CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

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Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS

Telephone No. 111.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
S.S. "GLENIFFER"	14th April
S.S. "GLENLYLE"	29th April

HOMWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	24th Apr.	Glasgow, London & Rotterdam.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.**The Glen Line, Ltd., AGENTS.**

Tel. No. 21 sub. 5 ex 23 and 2896.

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Bentley's A.B.C. 545 Ed.

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Telephone: Sansumly

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(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ... ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUDA ARA

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And under the Company's management:-

Twenty steamers of about 8,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

(Belonging to the Kawasaki Dockyard Co. Ltd.)

For Charter Rates and all other particulars apply to the

KAWASAKI KISEN KAISHA

[71]

No. 6, Esan, Kama.

SHIPPING NEWS

ARRIVALS.

March 30th.
Kamo Maru, Japanese str., 4,899 tons, Capt. Kyotaro Agura, from Singapore, with a general cargo.—N.Y.K.
 March 31st.
Dadaretsu, American str., 2,865 tons, Capt. Asplund, from Saigon, with a general cargo.—Robert Dollar & Co.
Chenglee, Chinese str., 838 tons, Capt. H. Maki, from Canton, in ballast.—Yue Tai Hong.
Ching-shing, British str., 1,199 tons, Capt. F. Matthews, from Canton, with a general cargo.—J.M. & Co.
Foghorn, British str., 1,258 tons, Capt. Wm. Tonkin, from Canton, with a general cargo.—B. & S.
Han-gang, British str., 1,359 tons, Capt. J. S. Holmwood, from Canton, with a general cargo.—J.M. & Co.
Haru Maru, Japanese str., 1,864 tons, Capt. B. Aoki, from Chingwan-tao, with coal.—Doddwell & Co.
Hok Canton, Chinese str., 554 tons, Capt. Leung Loug, from K. C. Wan, with a general cargo.—Wo Hing.
Kai-yong, British str., 987 tons, Capt. Jones, from Hainan and Pakhoi, with a general cargo.—B. & S.
Kuei-shue, British str., 1,229 tons, Capt. R. Ritchie, from Weihaiwei, with a general cargo.—B. & S.
Kwanglee, Chinese str., 1,468 tons, Capt. Taylor, from Shanghai, with a general cargo.—C.M.S.N. Co.
Zhangchow, British str., 1,229 tons, Capt. S. J. Scott, from Bangkok, with a general cargo.—B. & S.
Phan Namu, Siamese str., 1,297 tons, Capt. N. Ratanakul, from Bangkok and Siam, with a general cargo.—Chinese.
Prometheus, Norwegian str., 1,024 tons, Capt. B. Moller, from Saigon, with a general cargo.—K. Larsen.
Shuncheung, Chinese str., 235 tons, Capt. Leung Sam Kong, from K. C. Wan, with a general cargo.—Wai Yee.
Sondan, British str., 6,096 tons, Capt. Cecil Brooks, D.S.O., from London (which port she left on February 6th), with a general cargo.—Mackinnon MacKenzie.
Wakko Maru, Japanese str., 1,091 tons, Capt. T. Ogi, from Hongay, with coal.—Y. Sato & Co.

CLEARANCES.

March 31st.
Buccinum, for Miri.
Chenglee, for Foochow.
Ching-shing, for Chefoo.
Foghorn, for Weihaiwei.
Gymer, for Singapore.
Han-gang, for Saigon.
Han-shing, for Saigon.
Kamo Maru, for Shanghai.
Knight of the Garter, for Singapore.
Kuei-shue, for Canton.
Kwanglee, for Canton.
Lake Fielding, for Singapore.
Pedro Nunes, for Macao.
Shinpo Maru, for Kobe.
Shuncheung, for K. C. Wan.
Sondan, for Shanghai.
Taming, for Amoy.
Tsikiu, for Amoy.
Tsikiu, for Amoy.
West Inn, for Manila.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due April 17th.
Ats Maru (N.Y.K.), from Sydney, due April 11th.
Antiochus (Blue Funnel line), due April 2nd.
Atsuta Maru (N.Y.K.), due April 27th.
Aus Maru (N.Y.K.), from Liverpool, due April 24th.
Bowen Castle (Barber line), from New York, due May 15th.
Dadaretsu (Admiral line), from Saigon, due about April 5th.
Ones (Admiral line), from Portland Ore., due about April 5th.
Orontes (Admiral line), from Seattle, Wash., due about April 8th.
Delight from Seattle, due April 3rd.
Empress of Russia, due April 1st, at 8 a.m.
Empress of Russia (Blue Funnel), due April 20th.
Empress of Russia (Blue Funnel), due May 4th.
Iyo Maru (N.Y.K. European), from London, due April 14th.
Kamo Maru (N.Y.K.), from Liverpool, due April 10th.
Macdon (Blue Funnel), due May 8th.
Pyrrhus (Blue Funnel line), due April 2nd.
Sado Maru, from Japan, due April 3rd.
Telmacus (Blue Funnel line), due April 11th.
Tottori Maru (N.Y.K.), from Japan, due April 11th.
Tsushima Maru (N.Y.K.), from Bombay, due April 14th.
Yamagata Maru (N.Y.K.), from Calcutta, due April 15th.
Totoro Maru (N.Y.K.), from Calcutta, due April 14th.

PASSENGERS.

ARRIVALS.

Per s.s. **Kamo Maru**, on March 30th:—
 Mr. J. W. Pettigrew, Mrs. A. Skuse, Mr. F. W. Kershaw, Mr. F. R. J. Adams, Dr. G. R. Turner, Mr. A. Rua, Mr. D. T. Fullaway, Mr. C. W. Booker.
 Per s.s. **Soudah**, on March 31st:—
 From London, Mr. and Mrs. M. Costello, Mr. J. Ewing, Mr. W. S. Bird, Sir Wm. and Lady Brunyate, Mr. S. Baker, Mr. W. R. Reynolds, Comdr. and Mrs. C. J. Shannon, Mr. M. F. Penfold, Mr. E. Johncock, Gunr. C. H. Bulbeck, Gunr. M. W. Sonner, Lieut. C. W. Garrett, Mrs. Davies, Mrs. Flynn, Mrs. Crow, Mr. L. Longinotto, From Singapore: Mr. and Mrs. Milner, Mr. and Mrs. T. W. Heckett, Mr. and Mrs. Van Haelten, Mrs. C. L. Lowder, Mr. F. Vowles, Mr. and Mrs. Sydenham, Mr. and Mrs. Verno, From Colombo: Mr. and Mrs. S. W. Hawkins, From Calcutta: Messrs. Dhanraj, Master, Hodgson, Crichton, Masfiah, Scott, Lopez, White, Paristim, McMahon, and Bandum, Miss Lewis, Mr. and Mrs. Smith, Miss Rossier, Miss Penrose, Miss Banbury, Mrs. Scott, Miss De Brett, Miss Patrick, Miss Crichton, Miss Richards, Miss Dale, Miss Lucina, Miss Chillingworth, Miss McDermott, Miss Prince.

DEPARTURES.

Per s.s. **Empress of Asia**, on March 31st:—
 Mr. B. C. Alexander, Mr. D. C. S. Alves, Mr. D. Abbey, Mr. A. M. Arnold, Mr. J. Arnold, Mr. G. S. Archbutt, Mr. and Mrs. H. G. Baill, Rev. Father Buffet, Miss L. B. Barker, Mr. Berlioz, Miss M. Rowand, Mr. W. T. Barker, Mr. J. K. Birch, Mr. T. H. Barnes, Miss M. E. Baxter, Mr. N. Churcher, Dr. and Mrs. E. C. Cort, Mr. J. O. Crane, Mr. Chouellon, Rev. Father J. Cadars, Miss E. A. Churchill, Mr. and Mrs. J. J. Caulfield, Bishop Choulet, Mr. and Mrs. Thos. F. Cobbe, Mr. and Mrs. W. W. Coolidge, Miss C. St. Caskin, Mr. G. C. Carrion, Mr. L. D. Decker, Mr. and Mrs. W. W. Davison, Mr. Berlioz, Mr. Demang, Mr. H. Dinning, Mr. P. M. Davis, Mr. and Mrs. H. M. Epstein, Capt. F. L. Edge, Miss M. A. Fobes, H. E. Monseur and Mde. J. B. Frietas, Mrs. W. Fraser, Mr. H. N. Friedman, Dr. J. M. Foster, Mr. J. Fayant, Mr. S. Frieder, Mr. M. Frieder, Mr. W. R. Flatow, Mr. and Mrs. W. N. Fleming, Master M. Gillies, Mr. V. Giles, Mr. Rev. Bishop Gasparis, Mr. W. E. Gerling, Mr. and Mrs. A. E. Griffin, Mr. and Mrs. G. S. Hall, Mr. S. K. Hornbeck, Mr. J. H. R. Hanco, Miss O. Harris, Mr. C. G. Hadley, Mr. A. J. Hughes, Mr. and Mrs. E. and Master L. Howard, Mr. and Mrs. F. C. Herb, Mr. A. J. Henry, Mr. W. J. E. Hawker, Mr. C. H. Hilbert, Mr. J. E. Joseph, Mr. G. S. Jensen, Mr. R. Julian, Messrs. A. N. and M. K. Jurcicini, Hon. Mr. and Mrs. J. Johnstone, Mr. and Mrs. L. Johnson, Mr. and Mrs. J. B. Katz, Mrs. W. E. Kent, Mr. W. S. Leonard, Mr. H. B. Lilley, Mr. E. H. Lockwood, Mr. H. J. Liebman, Mr. M. Masraki, Mr. J. L. B. Maury, Mrs. J. W. McKean, Mr. and Mrs. W. E. MacFarlane, Mr. A. Poullet, Mr. E. B. McNaughton, Miss McArdie, Mr. E. T. McCarthy, Mrs. E. La Mountain, Mrs. N. and Miss M. Montgomery, Mr. E. Mopin, Rev. J. W. Moore, Miss V. Mirova, Rt. Rev. Archbishop Morel, Miss B. L. Hills, Mr. and Mrs. W. Manning, Rev. H. C. Moyle, Rt. Rev. Bishop Mutel, Mr. F. A. Nixon, Mr. W. Naif, Miss Oliver, Mrs. E. H. Obeir, Mr. and Mrs. H. A. Peterson, Mrs. A. M. Peterson, Mr. L. Podolsky, Mr. F. W. Elias, Mr. Wm. Parsons, Mrs. Pedregas, Mr. G. Pevring, Mr. A. Poullet, Mr. E. J. Post, Rev. B. O. Peterson, Mr. J. W. Paton, Mr. E. B. Rodriguez, Mr. A. Ross, Mr. P. Reid, Mr. A. M. Robertson, Mr. H. W. Rogers, Mr. J. Schiff, Mr. and Mrs. R. Sterling, Mr. R. Sasson, Miss R. Solomon, Mr. and Mrs. W. M. States, Mrs. G. L. Simmons, Mr. G. M. Shaw, Mr. H. S. Stetson, Mr. W. H. Sundheimer, Rev. R. S. Spencer, Mr. A. M. Simpson, Mr. M. Stewart, Miss I. Sloper, Mr. A. L. Thornton, Mr. F. Torres, Mr. G. E. Torrey, Mr. P. Rector, Miss C. Vance, Miss O. J. Whitmore, Mr. R. B. Whicker, Mr. B. T. de Weill, Mrs. E. Williams, Mr. R. L. D. Woodhouse, Mr. and Mrs. P. P. J. Wodhouse, Mr. L. C. Winters.

SHIPPING MOVEMENTS.

The Ben Line s.s. **Benledi** from Leith, Middlesbrough and London, left Singapore for this port on March 30th, and may be expected to arrive here on or about April 5th.
 The B.M.S. **Empress of Russia** arrived at Manila on March 30th, left there on March 31st at 3 a.m., and is due at Hongkong to-day at 3 p.m.

C P O S

HONGKONG TO VANCOUVER

Ship	From	Arrival	Departure
EMPRESS OF ASIA	Mar. 31	Apr. 18	
MONTEAGLE	Apr. 7	May 1	
EMPRESS OF RUSSIA	Apr. 23	May 16	
EMPRESS OF JAPAN	May 17	June 7	
EMPRESS OF ASIA	May 28	June 13	
MONTEAGLE	June 14	July 8	
EMPRESS OF RUSSIA	June 25	July 11	
EMPRESS OF JAPAN	July 7	July 29	
EMPRESS OF ASIA	July 31	Aug. 8	
EMPRESS OF RUSSIA	Aug. 18	Sept. 1	
MONTEAGLE	Aug. 22	Sept. 16	

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, that departure from the Orient. Traffic conditions on the Atlantic are so complicated as to make it impossible to guarantee a passage to Europe. Passengers must therefore be prepared to accept the date of the Atlantic sailing which may be determined by the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Passengers must be prepared to accept the date of the Atlantic sailing which may be determined by the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Passengers must be prepared to accept the date of the Atlantic sailing which may be determined by the Pacific.

For Part and other information please apply to
HONGKONG OFFICE
 Telephone 212 Cable Address: CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC MAIL S.S. CO.

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Freight and Passenger.
 For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU
 AMERICAN STEAMERS

"VENEZUELA" ... Wednesday, April 20th
 "GOLDEN STATE" ... About Monday, April 25th

PANAMA SERVICE

Freight and Passenger.
 Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only
 For SHANGHAI

MANILA-EAST-INDIA SERVICE

Freight and Passenger.
 For CALCUTTA via SINGAPORE, PENANG, and RANGOON.
 S.S. "LAKE GILPIN" ... Sailing April 11th

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Freight Only, Monthly Sailing.
 San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bazaar, Marseilles, Barcelona, the Azores, Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco.

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To SAIGON DIRECT

To SEATTLE & VANCOUVER

To MANILA

To SAN FRANCISCO

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 Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for:
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 TOKYO, JAPAN
 SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.
 HONGKONG

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU
 WITH FREEWAY TO THE SEA

Ship	Ton	Leave Hongkong
TAIYO MARU	32,000	April 3rd
SEIYO MARU	32,000	April 27th
PERSEA MARU	32,000	May 14th
TAIYO MARU	32,000	May 28th
SIBERIA MARU	30,000	June 10th

Calling at Dairen instead of Nagasaki. Omitting Shanghai

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HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, QUILLO, MOLLEND, ARICA & IQUIQUE.

Through by Trans-American Route to Buenos Aires

Ship	Ton	Leave Hongkong
HAYO MARU	12,000	April 3rd
SEIYO MARU	14,000	April 16th
TOKUYO MARU	12,000	June 10th
RAKUYO MARU	17,500	July 11th

Cargo only

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 King's Building, Tel. Nos. 2374 & 2375.

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KWONG T. H. GRIFFITH, LTD.

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CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

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S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	10,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
May 18th		April 21st

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING"	June 4th
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SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
April 30th	April 3rd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,
 FAIRBANKS BUILDING, LOS HOUSE STREET,
 TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.
 No. 1934. No. 2161.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN
 JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED AT OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATAP	JAVA	in port	2nd Apr.	JAVA
TJIKINI	SHANGHAI	do.	31st Mar.	JAVA
TJIPANAS	SWATOW	6th Apr.	10th Apr.	JAVA
TJITABOEM	JAPAN	12th Apr.	16th Apr.	JAVA

* Wireless Telegraphy.
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
 For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.
 Telephone No. 1674.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS SHANGHAI HONGKONG AND MANILA

AND AMSTERDAM ROTTERDAM HAMBURG

AND BREMEN

Sailings subject to alterations

Loading	For	Sailing on or about
"ALDEHAMIN" April	AMSTERDAM & HAMBURG	10th April
"BOEROE" May	AMSTERDAM & HAMBURG	30th May
"ALCOH" June	ROTTERDAM & HAMBURG	20th June
"ALCHIBA" July	AMSTERDAM & HAMBURG	20th July

For full particulars please apply to
JAVA-CHINA-JAPAN LIJN
 General Agents,
 Tel. No. 154. York Building.

LOS ANGELES PACIFIC NAVIGATION COMPANY

(TRANS-PACIFIC FREIGHT SERVICE)

Operating United States Shipping Board Steamers

HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due Towards	About	Sailing	About
s.s. "WEST HIKA"	8th April	s.s. "WEST HIKA"	10th April

Through Bills of Lading to all U.S. ports. Shipments connection with Salt Lake, Santa Fe and Southern Pacific Railroads.

Telephone 1062.
CHAR. E. RICHARDSON,
 General Agent for South China,
 Prince's Buildings, Charter Road.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN

"HWAH PING"	April 9th
"VICTORIA"	April 29th

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.
 Agents,
 115, Connaught Road Central.

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to PEIRAI, ORLAGOA BAY, DUBAI (Matal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

ss. "KIOTO" ... 15th April.

LONDON, AMSTERDAM, ROTTERDAM & HAMBURG

ss. "KASONG" ... 30th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Rums & Co., Canton.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA-MUTUAL S.S. CO. LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

BOSTON & NEW YORK ss. "KANDAHAR" ... 8th Apr.
do do ss. "CITY OF DUNKIRK" ... 25th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG
HONGKONG AND CANTON RUMS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For Steamer To Sail

WENAIWEI & CHEEFOO ... "POOCHOW" ... On 1st April, 3 P.M.
HOIHOW, FAKHOI & EPHONG ... "KAIFONG" ... On 2nd April, 10 A.M.
SHANGHAI & TUNGCHAO ... "SUIYANG" ... On 2nd April, Noon.
SWATOW & SINGAPORE ... "CHANGCHOW" ... On 3rd April, 10 A.M.
WENAIWEI, CHEEFOO & TUNGCHAO ... "KUEICHOW" ... On 4th April, 4 P.M.
SWATOW & HANGKOW ... "KANOHOW" ... On 5th April, 10 A.M.
AMOY, SHANGHAI & PUKOW ... "SZECHUEN" ... On 6th April, Noon.
SHANGHAI ... "SUNNING" ... On 7th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 88.

BUTTERFIELD & SWIRE, Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHING" ... Capt. A. H. Stewart | SUNDAY, Apr. 3rd, at 11 A.M.
"HAICHONG" ... Capt. W. C. Pascoe | TUESDAY, Apr. 5th, at 12 Noon.
* For Swatow Only

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARAIAK & CO.,
General Manager.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, SUMBA, ORILON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, E-GT & SOUTH AFRICA, AUSTRALASIA INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

Egypt, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	4th Apr.	Marseilles, London & Antwerp
"DUNERA"	5,414	17th Apr.	S'pore, Colombo, & Bombay
"KHYBER"	9,000	18th Apr.	Marseilles, London & Antwerp
"SOUHAN"	7,000	20th Apr.	do.
"DILWARA"	5,400	3rd May	Singapore, Colombo & Bombay
"NAGOYA"	7,000	13th May	Marseilles, London & Antwerp
"PLASSY"	7,348	10th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,643 8th Apr. Calcutta via S'pore, Pango & Poon

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	9th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

"SOUHAN"	6,688	1st Apr. 10 A.M.	Shanghai, Moji & Kobe.
"DUNERA"	5,400	5th Apr.	Shanghai only.
"NAGOYA"	7,000	11th Apr.	Shanghai & Japan.
"KANOWNA"	7,000	18th Apr.	Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passages, Fares, Freight, Handbooks, etc., apply to
MAKINNON, MACKENZIE & CO., Agents.
22, Des Voeux Road Central, HONGKONG.

O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"BURMA MARU" ... Monday, 18th April.

BUENOS AIRES-KIO. DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Thursday, 7th April.

"INDUS MARU" ... Sunday, 10th April.

BAIGON, BANGKOK & SINGAPORE—Regular monthly service.

"KISHU MARU" ... Sunday, 3rd April.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Victoria.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE—ONE STEAMER ... Middle of April.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

"ANDES MARU" ... Sunday, 3rd April.

KEHLUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KALIO MARU" ... Sunday, 2nd April.

TAKAO via SWATOW & AMOY ... Thursday, 7th April.

"BOBBU MARU" ... Thursday, 7th April.

Tel. Nos. 744 & 745. Y. YASUDA, Manager, No. 1 Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

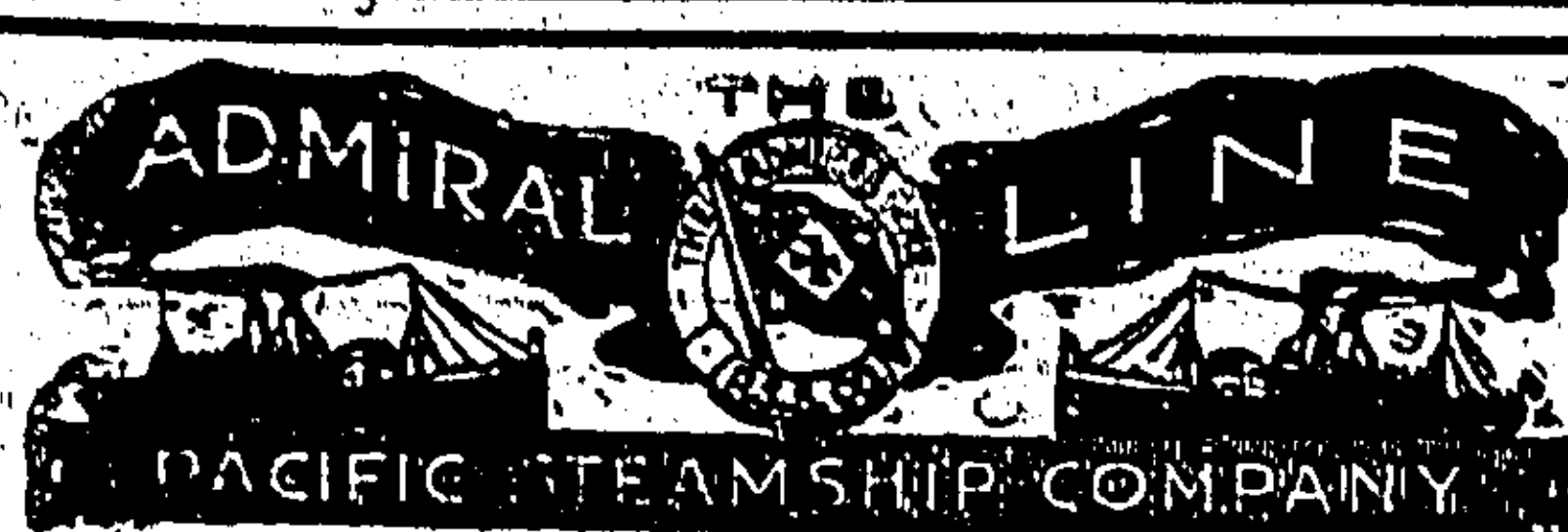
Steamer Arr. Hongkong from Australia Dep. Hongkong for Australia

"CHANGHUA" 26th April 30th April

Sailings Subject to Alterations.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo, loaded through to all Australian, New Zealand & Transvaal Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

"WENATCHEE" For MANILA Sailing May 3rd.

For VICTORIA, B.C. & SEATTLE, WASH.

(Calling at Shanghai & Japan Ports).

SS. "WENATCHEE" ... Sailing May 14th

SS. "KEYSTONE STATE" ... Sailing July 5th

SS. "WENATCHEE" ... Sailing July 25th

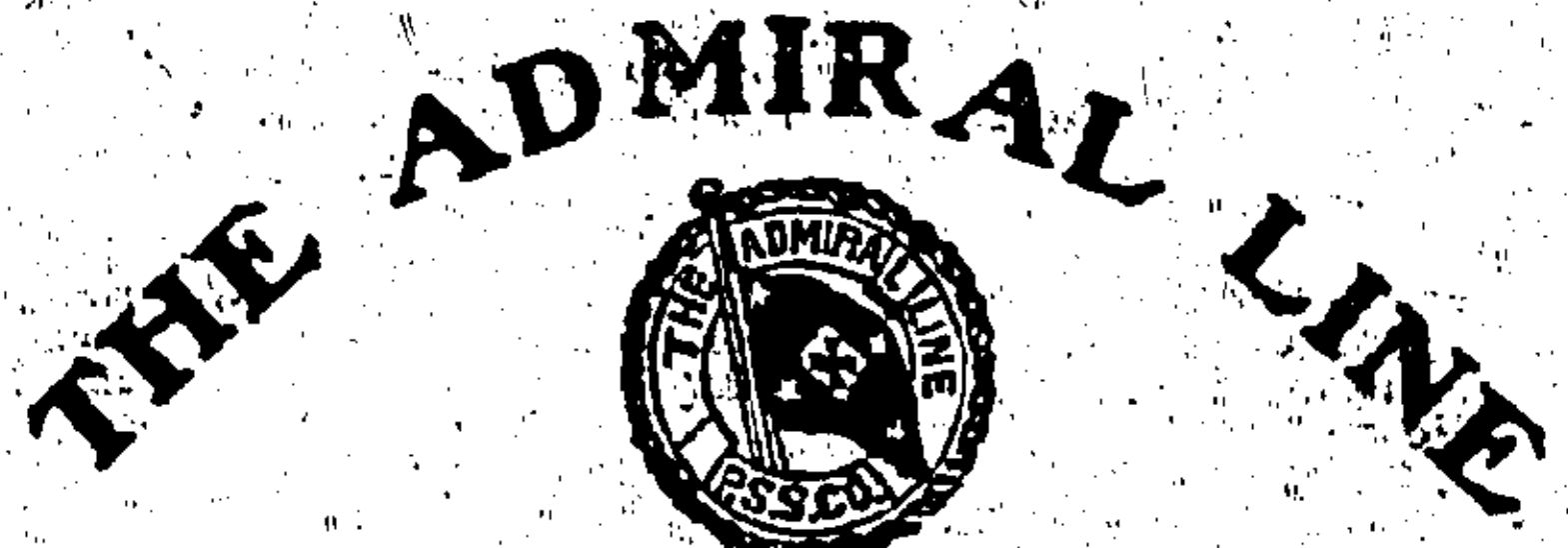
SS. "KEYSTONE STATE" ... Sailing Sept. 17th

Information regarding rates, accommodation etc., Apply to

THE ADMIRAL LINE

Telephones 2477 & 2478.

5th Floor, Hotel Mansions. [442]



Operating the following U.S. Shipping Board Steamers.

TRANS-PACIFIC FREIGHT SERVICE.

For SEATTLE, TACOMA, VICTORIA & VANCOUVER.

For MANILA

"CROSSKEYS" ... April 9th.

(Calling Kobe, Yokohama & Seattle)

Freight Only... About April 16th

For PORTLAND DIRECT.

(Calling at Kobe and Yokohama).

"MONTAGUE" ... Freight only About April 26th.

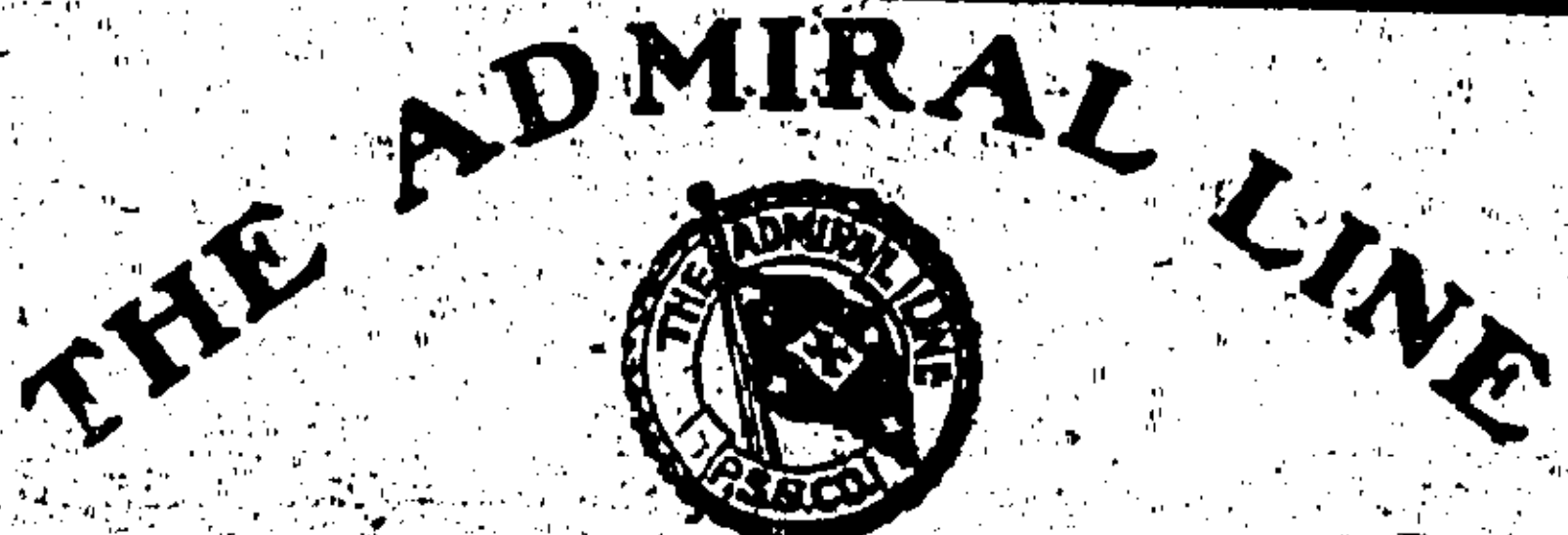
Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, Hotel Mansions. [17]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

CADARETTA ... April 10th.

LAKE FARRAR ... April 20th.

LAKE ONAWA ... May 19th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE.

5th FLOOR, HOTEL MANSIONS BUILDING.

Tel. Add.: ADMIRALTY.

Telephone 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

W.M. H. WEBB, ... April 14th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE.

TELEPHONE

AGENTS

[5th Floor

2477 & 2478.

HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER & DEPARTURE SAILING DATE

SHANGHAI-KOBE ... "AMAZON" ... 11,000 ... On or about 6th April

YOKOHAMA ... "ANDRE LEBON" ... 20,000 ... On or about 27th April

SARREUILLES via
SAIGON, SINGAPORE,
COLOMBO,
DJIBOUTI, SUZUKI,
PORT SAID

"CHIT" ... 10,000 ... On or about 18th April

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

H. RODENFUSSEL

Agent, Queen's Building.

Telephone 1462

